



Fylde Local Plan to 2042

Infrastructure Delivery Plan Draft for Consultation

September 2026

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1. Introduction

- 1.1 This Infrastructure Delivery Plan [IDP] sets out what additional infrastructure and service needs are expected to be required to support the delivery of development described within the Fylde Local Plan [FLP].
- 1.2 The intention is that the IDP will improve the understanding between all relevant parties, including public bodies, local communities and developers. This improved understanding will support the effective and efficient delivery of infrastructure, to support the development envisaged by the FLP.
- 1.3 The FLP allocates land for certain types of development, in certain locations. At a high level, this comprises 6,656 new homes and a minimum of 24.49ha (gross requirement) of additional employment land, with the majority of this located in the Strategic Locations for Development, these being: St Annes (including Squires Gate); Whitehills and Whyndyke; Warton; and, Kirkham and Wesham.
- 1.4 The IDP has been informed by representations submitted throughout the local plans process, as well as by consultation with infrastructure and service providers.
- 1.5 Infrastructure and services take many forms, and are delivered by different council services and external providers. For example, FBC may deliver local parks, Lancashire County Council may deliver highways and utility providers may provide sewers. The IDP is not based upon an exhaustive review of every relevant project but instead focuses on key projects, challenges and overarching principles.
- 1.6 Assessments related to the delivery of infrastructure and services also changes over time, in response to a variety of factors. For example, as technology, consumer demand change and national policy change, so to do the requirements for infrastructure delivery. This IDP has been created with reference to available forecasting information and aims to set out a viable strategy for the delivery of infrastructure and services to deliver the development envisaged in the Local Plan, based upon the information available at the time of its creation.
- 1.7 The IDP forms part of the evidence base for the FLP and acts as a framework for ongoing engagement. It includes elements which are not complete and it also includes information from infrastructure providers which is likely to be updated over the lifetime of the FLP. On this basis, the FLP also sets out what information could be gathered to continue the work to further support the delivery of the development set out in the FLP.

Which infrastructure and services are included?

- 1.8 This IDP refers to the infrastructure and services considered necessary and relevant to support the delivery of the development described within the FLP. This includes the following elements:
 - Affordable housing
 - Community services
 - Culture and leisure
 - Digital
 - Education
 - Emergency services

- Energy
- Flood Risk & Coastal Defence
- Green infrastructure
- Health
- Neighbourhood and Community Facilities
- Public realm
- Transport
- Waste management
- Water

Policy Context

- 1.9 The Fylde Local Plan to 2042 sets out the Council's proposals for how the area of Fylde will develop over the period between now and 2042, to provide the necessary homes, business and commercial premises, retail, leisure uses, and supporting infrastructure. The Fylde Local Plan to 2042 will replace the existing adopted Fylde Local Plan to 2032 (incorporating Partial Review).
- 1.10 The National Planning Policy Framework (December 2024) [the Framework] requires policies to be reviewed at least every five years. The Local Plan was prepared under a previous version of the Framework, and some of the policies in the Framework have changed. Under the arrangements set out in paragraph 232, policies in the Local Plan are not rendered out-of-date by changes to the standard calculation method for housing need, providing that housing supply and delivery is maintained, for a period of five years from the adoption of the Local Plan.
- 1.11 Accordingly, policies for the supply of housing will be out-of-date after December 2026. Therefore, there is a need for Fylde Council to fully review its Local Plan, or produce a new plan, by December 2026.
- 1.12 The Framework and Planning Practice Guidance [PPG] include information relating to the importance of planning for infrastructure to support development, as well as advice as to how it can be delivered. Notably it states that the IDP should *"assess the quality and quantity of, and accessibility to ... infrastructure ... including expected future changes"* and its ability to meet forecast demand. Where deficiencies are identified, Local Plan policies should set out how they will be addressed.
- 1.13 The Framework requires strategic policies to set out an overall strategy for the pattern, scale and quality of places, and in doing so make sufficient provision for infrastructure. The PPG provides further detail on creating plans which are capable of delivering spatial objectives. This includes advice relating to the importance of adopting a realistic perspective about what can be achieved, and when, which means paying attention to providing an adequate supply of land, identifying what infrastructure is required, and how this can be funded and delivered.
- 1.14 Strategic Policy IFR1 (Service Accessibility and Infrastructure) of the new FLP is most pertinent:

Strategic Policy IFR1

Service Accessibility and Infrastructure

Development proposals for local infrastructure works that will benefit the residents, businesses, visitors and/or environment of the Borough of Fylde will be supported.

Development will be required to provide essential site service and communications infrastructure and demonstrate that it will support infrastructure requirements of the policies of the Local Plan and national policy.

In order to protect and create sustainable communities, proposals for development should:

- a) Contribute towards improvements to existing infrastructure and provision of new infrastructure, as required to meet the needs of the development;
- b) Minimise any negative impacts on the quality of the existing infrastructure as a result of new development;
- c) Mitigate any environmental impacts of new infrastructure provision;
- d) Demonstrate how access to services will be achieved by means other than the car, and where appropriate, demonstrate how the range of local social and community services and facilities available will be suitable and accessible for the intended occupiers or user(s) of the development; and
- e) In considering development proposals, it may be necessary to co-ordinate the timescales for delivery of development with the timescales for the delivery of infrastructure. For large development sites, which may be constructed over a number of years and by various developers, it will be necessary to ensure a co-ordinated and holistic approach to the delivery of infrastructure, especially drainage infrastructure through the requirement for site wide strategies through Masterplanning which establish principles to be adhered to during the construction process.

Methodology

- 1.15 The structure of the IDP has been prepared with reference to:
 - Planning Practice Guidance;
 - Planning Advisory Service guidance;
 - The previous FBC IDP; and,
 - Recently made and emerging IDPs from other Local Authorities.
- 1.16 The IDP has been written in a way which is intended to be clear, using plain language. Anybody may contact FBC to seek clarification or further information regarding the contents of this document.
- 1.17 The IDP is based upon evidence collected throughout the Local Plans process, including meetings with infrastructure providers. Notably, the council continues to consult key

infrastructure providers on the deliverability of the development envisaged in the emerging FLP. In respect of these sites, the council sought to understand infrastructure issues, including whether there are significant infrastructure deficits in the borough and whether the sites identified in the SHLAA could be accommodated in line with existing or planned provision of infrastructure.

- 1.18 The information obtained has assisted the council in the preparation of the IDP and in setting out a strategy which would enable the proposed quantum and distribution of development, including new homes, jobs and other commercial, retail, leisure development proposed, to be delivered.
- 1.19 This IDP will be updated throughout the plan making process. It is recognised that there may not be all necessary information available with regards to infrastructure requirements at the time the plan is adopted. Where this is the case, the IDP will seek demonstrate that there is a reasonable prospect that the proposals can be delivered within the timescales envisaged and will set out a strategy for future work which would de-risk delivery.

Structure of the Infrastructure Assessment

- 1.20 The types of infrastructure as listed in the introduction are assessed either individually, or as a group, as set out below. These groups have been chosen to improve the structure of the overall IDP. For example, the physical infrastructure group represents types of infrastructure necessary to support the actual creation, operation and maintenance of development, whilst the community infrastructure group represents types of infrastructure necessary to support the human use of development.

Physical infrastructure

- Transport
- Utilities: including energy, water and telecommunications
- Waste management
- Flood risk and coastal defence

Community infrastructure

- Education
- Health and social care
- Emergency services
- Neighbourhood and community facilities
- Affordable housing
- Culture and leisure
- Public Open Space
- Green infrastructure

2. Infrastructure Assessment

Transport

- 2.1 This section considers the potential transport requirements associated with the implementation and delivery of the emerging plan. Within the allocated sites, there are a number of large sites and groups of sites which may give rise to wider infrastructure needs. For smaller sites, it is expected that the likely impacts will be assessed as part of any planning application for those sites.
- 2.2 The process of determining which sites would fall into the first category is subject to ongoing discussions between FBC, LCC Highways, National Highways and Blackpool Borough Council. It is expected that they will provide further detailed comments in response to proposed allocations during the consultation on this IDP, alongside the Publication version of the FLP.

Highways

- 2.3 National Highways has a statutory duty to maintain and improve the Strategic Road Network [SRN] on behalf of the Secretary of State for Transport. The strategic road network in Fylde consists of the M55 motorway and its junctions 3 and 4, and the A585(T) north of the M55.
- 2.4 The Department for Transport Circular (01/2022), published on the 23rd of December 2022, is national policy which sets out the requirements for working with National Highways on matters which relate to the SRN.
- 2.5 LCC consulted on the draft Lancashire Local Transport Plan – Implementation Plan (2026 – 2030) [LTP] in May – June 2026. This sets out that road improvements will be implemented carefully alongside sustainable travel choices, so as not to simply increase traffic demand. Improvements to the Strategic Network are required to benefit sustainable mode users as well as motorists. Identified improvement schemes within Fylde include improvements to Junction 3 of the M55.
- 2.6 National Highways provided comments at the Regulation 18 stage and FBC has engaged in further meetings since then, alongside other pertinent stakeholders. Engagement will continue throughout the plan making process. Further work includes more detailed assessment around likely impacts of development of the allocated sites on Junctions 3 and 4 of the M55. It is expected that the allocated sites close to these junctions will be required to contribute to improvements to the SRN which will include sustainable travel options. Additionally, the delivery of the T5 Link Road or an acceptable variant that achieves the same result on an acceptable revised route will also be required to support previous and new allocations at Queensway.

Sustainable and Active Travel

- 2.7 The Department for Transport and Active Travel England published the ‘Third Cycling and Walking Investment Strategy (CWIS3) in June 2026. This sets out that walking, wheeling and cycling deliver benefits across every aspect of life – improving physical and mental health, boosting economic growth, cleaning up our air, and giving people of all ages real, affordable transport choice to cut the cost of living. It also notes that active travel options provide transport choice in new housing developments, whilst also reducing congestion and pollution.

- 2.8 Developments will be required to improve community health and wellbeing by providing and encouraging take-up of alternative means of transport such as walking and cycling. Specific details of these requirements are set out in Strategic Policy IFR5. Further details relating to bus and rail travel are given below.
- 2.9 It is expected that the likely sustainable and active travel infrastructure requirements will typically be assessed as part of any planning application. However, for some of the larger housing sites, it is expected that ongoing engagement with LCC, as well as the consultation on this IDP alongside the Publication version of the FLP, will provide further details for specific infrastructure requirements for specific sites.

Bus Services

- 2.10 LCC is responsible for producing a Bus Service Improvement Plan, setting out plans to enhance service frequency, reliability and potential network extensions. Lancashire has an extensive network of services, from high-frequency services serving urban areas, to less frequent rural services. Bus infrastructure includes stations, stops and shelters, as well as bus-specific highway infrastructure including bus lanes.
- 2.11 The LTP gives priority to delivering improvements to the overall bus network through the addition of more evening and Sunday journeys, enhanced provision in rural areas and more journeys on high-frequency inter urban corridors.
- 2.12 Where development sites require new, additional or diverted bus services, there will be a need for the development to support the service whilst it is becoming established, through developer contributions.
- 2.13 LCC will advise on the infrastructure requirements for the entire plan area during the consultation on this IDP, alongside the Publication version of the FLP.

Rail Services

- 2.14 Network Rail own and operate Britain's rail infrastructure and have an obligation to maintain and enhance the network. Network Rail does not own passenger or commercial freight rolling stock. Enhancements to rail infrastructure are not determined by Network Rail but are solutions offered by Network Rail to outputs specified by the Government, unless the enhancement is performance related to meet targets.
- 2.15 Direct access to the rail network from the Strategic Locations for Development is available in St Annes and Kirkham and Wesham.
- 2.16 Improvements to the South Fylde Railway Line will enable the doubling of the current once-hourly train service. A strategic business case for this improvement was submitted to the government in 2024.
- 2.17 Provision of car parking at Kirkham and Wesham Railway Station will be delivered to support the increased use of park-and-ride. It is also anticipated that this will provide mitigation for traffic arising from new developments that would otherwise access the motorway and M55 Junction 3 by car. Previously collected Section 106 contributions towards these works (estimated to cover 30% of the total cost) have been ringfenced but it is noted that the earliest repayment date for part of these funds is June 2028 should they not be spent.

Therefore, opportunities to expediate the delivery of allocated sites in Kirkham and Wesham will be considered.

- 2.18 FBC continues to work together with South Fylde Community Rail Partnership to deliver a step-free accessible route to Squires Gate Station Platform.
- 2.19 Development affecting these spaces or schemes, or in close proximity to them, may be required to contribute to their delivery, enhancement or maintenance.

Utilities

Electricity

- 2.20 National Grid is the operator of the high voltage electricity transmission system for Great Britain and its offshore waters, and the owner of the high voltage transmission system in England and Wales. National Grid is required to provide an efficient, economic and coordinated transmission system.
- 2.21 In the north west of England, the local electricity distribution network is owned, operated and maintained by SP Electricity North West [ENW].
- 2.22 ENW are connected and take power supply from National Grid's transmission system via Grid Supply Points [GSPs]. Electricity in Fylde borough is fed from Penwortham GSP group. There are two bulk supply points [BSPs] and ten primary sites covering the borough.
- 2.23 ENW have reviewed the draft allocated sites and have confirmed that there is immediate available capacity across the BSPs and primary substation sites. This position takes into account the assessment presented in the ENW Network Development Plan (May 2026), which includes three planned network interventions for substations serving Fylde up to 2035. The ENW Network Development Plan is based upon forecasting electricity demand and generation.
- 2.24 ENW have advised that this position is subject to ongoing review and developers are requested to consult with ENW to confirm that capacity remains before bringing forward development.
- 2.25 FBC notes the offer from ENW to meet three times per year to discuss any likely changes to demand including that resulting from development and economic growth, delivered through the FLP.

Gas

- 2.26 National Gas Transmission owns and maintains the high-pressure gas transmission system in England, Scotland and Wales. There are two high pressure gas transmission pipelines within Fylde, and these are situated east of Kirkham.
- 2.27 Developments to the network occur as a result of specific connection requests. Generally, network developments to provide supplies to the local gas distribution network result from overall regional demand growth rather than site specific developments.
- 2.28 It is anticipated that the scale of growth planned over the plan period is unlikely to present capacity issues for the gas network. Comments from National Gas Transmission will be

sought in response to proposed allocations during the consultation on this IDP, alongside the Publication version of the FLP.

Water

- 2.29 United Utilities Water Limited [Uuw] has a statutory duty to develop and maintain an efficient and economical system of water supply in the North West. It also has a statutory duty to ensure that adequate water treatment infrastructure is provided to meet the requirements of new development.
- 2.30 Uuw prepares five-year investment plans which identify funding requirements. Uuw have advised that in their current investment period, running from 2025 to 2040, they are proposing the biggest investment in water and wastewater services across the North West in over 100 years. The total expenditure for this period is approximately £13 billion. This includes various enhancements and improvements to infrastructure, resilience and environmental standards. Uuw set out that such investment will be constrained by engineering circumstances to determine the most appropriate location for additional storage to reduce spills.
- 2.31 Consequently, Uuw have requested that the FLP includes support for development of water and wastewater infrastructure that is ultimately beneficial to the environment, biodiversity and our watercourses so it can be delivered in the most timely and effective manner. It is considered that Strategic Policy CCH2 (Surface Water Run-Off and Sustainable Drainage) is prepared in a way which positively responds to this.
- 2.32 Uuw have restated their restrictive position with respect to development over or in close proximity to their infrastructure and that it should not be assumed that diversions would be possible. The draft allocations have been prepared with reference to records of water infrastructure and Uuw has been consulted on the draft allocations for further confirmation as to the suitability of the sites in this regard.
- 2.33 Uuw have also outlined that large growth of smaller and rural settlements has the potential to place strain on existing water and wastewater infrastructure. The FLP development strategy directs 90% of new development towards the strategic locations for development.
- 2.34 For all sites, Uuw notes the importance of proposals presenting the most sustainable form of managing surface water from the site in accordance with policy. This will be expected to be investigated and confirmed as part of any planning application submission. Large development sites will be expected to ensure a co-ordinated and holistic approach to the delivery of drainage infrastructure including sustainable maintenance and management plans. Subject to the detail of the drainage proposals, it may be necessary to co-ordinate the delivery of the development with the implementation of infrastructure.
- 2.35 It is noted that whilst the FLP forecasts when development will take place, Uuw are unable to build speculatively and must have a degree of certainty before incurring expenditure. Uuw are unable to build speculatively and must have a greater degree of certainty before incurring expenditure. It is therefore particularly important that meaningful dialogue with Uuw continues throughout and beyond the Local Plan period to ensure that Uuw are made aware of progress on developments and can plan to co-ordinate any potential infrastructure improvements with the delivery of development.

- 2.36 FBC has shared the draft allocations with UuW and will continue to engage as the FLP progresses, particularly to decide whether detailed modelling is required to understand more fully the infrastructure that is likely to be required to support the proposed quantum and distribution of development identified in the FLP, as well as agreed strategies for likely future consultation as development comes forward throughout the plan period.

Telecommunications

- 2.37 Telecommunications form a vital component of economic competitiveness, emergency response and recovery and quality of life. Demand for telecommunications infrastructure is expected to grow in line with housing and economic growth over the Local Plan period.
- 2.38 Telecommunications operators regularly submit plans to councils that provide details of all existing base stations within the authority's area and an indication of those additional sites each operator anticipates requiring over the coming twelve months. The council will consider meeting with operators to discuss their plans and ascertain the specific requirements generated from the proposals in the FLP.

Renewable and Low Carbon Energy

- 2.39 The Lancashire 2050 framework was produced for all Lancashire authorities in December 2022. The appendix item '2050 Lancashire Balanced Scenario' sets out that total energy expenditure is expected to fall by approximately 30% between 2018 and 2050, as a result of improvements in energy efficiency. This includes achieving carbon neutrality by 2050.
- 2.40 These improvements comprise of: adoption of new heating technologies for buildings; electrification of road transport; and, electrification and replacement of natural gas with hydrogen for industrial processes.
- 2.41 In accordance with Strategic Policy CCH3 (Renewable and Low Carbon Energy Generation – excluding onshore wind turbines), FBC will support the provision of renewable and low carbon energy development, where appropriate in the borough, over the FLP period.

Waste Management

- 2.42 LCC is responsible for waste and recycling services. LCC is currently working on its 'A Low waste Lancashire – Lancashire Waste Strategy, 2026 – 2036' with a public consultation ending in August 2026. The themes and objectives of the strategy are considered to relate to matters which would, where relevant, be dealt with as part of any planning application.

Flood Risk and Coastal Defence

- 2.43 Subject to viability, development will normally be expected to contribute towards the mitigation of its impact on flood risk management and coastal defence infrastructure (including strategic flood defence measures and local flood risk management measures) and sustainable drainage measures (both on site and borough wide, including the retrofitting of sustainable drainage systems).

Flood Risk

- 2.44 The Level 1 Strategic Flood Risk Assessment [SFRA] for Fylde is currently being updated and a Level 2 SFRA is being prepared, both with stakeholder review due to take place in October

2026 and completion due in November 2026. The intention is that these will be completed ahead of submission of the FLP for examination.

- 2.45 All proposed allocations will be screened against all sources of flood risk, with full site assessment following for any above the relevant risk thresholds.
- 2.46 Any implications for allocated sites will be reviewed and any necessary updates made as the plan progresses.

Coastal Defences

- 2.47 The Fylde coastline consists of a mix of natural and built defences that are at risk of coastal erosion and flooding. Coastal Change Management Areas are used to identify any area likely to be affected by physical changes to the coast, set out what development can occur and in what circumstances, and make provision for any development or infrastructure that needs to be relocated away.
- 2.48 Fylde's saltmarshes are of international ecological importance, providing habitat for a wide range of protected and unique species. Saltmarsh habitat has several national legal designations and locally adjoins the internationally protected Ribble and Alt Estuary Ramsar and Special Protection Area. Saltmarshes are under threat from rising sea levels, pollution and the impact of human activities and development.
- 2.49 It is a key goal of Fylde Council's Corporate Plan 2024-28 to improve the beach and estuary environment and to maintain our shoreline defences in line with the Shoreline Management Plan. To achieve this, Fylde Council's Parks and Coastal Service have worked in partnership with Lancashire Wildlife Trust to secure funding through the Department for Environment, Food and Rural Affairs [DEFRA] Our Future Coast programme.
- 2.50 The Our Future Coast programme is one of 25 pioneering projects awarded funding by DEFRA as part of the £150 million Flood and Coastal Resilience Innovation Programme [FCRIP]. FCRIP is managed by the Environment Agency to develop and test innovative approaches to help communities become more resilient to the effects of flooding and climate change. Our Future Coast programme seeks to improve the effectiveness of natural coastal habitats such as saltmarshes, to bolster existing coastal and flood resilience.
- 2.51 FBC will be responsible for the operational delivery of the project and associated budget, including the appointment of consultants for external surveys and the procurement of goods and materials.
- 2.52 Non-Strategic Policy ENT7 (Coastal Change Management Areas) sets out restrictive criteria for development within these areas. No allocations are proposed within these areas.
- 2.53 Where development would occur in these areas, developer contributions will be sought for the creation, conservation, management and enhancement of important coastal defences and associated wildlife habitats.

Education

Primary and Secondary Education

- 2.54 Lancashire County Council [LCC] has a statutory obligation is to ensure that every child living in Lancashire can access a mainstream school place in Lancashire, as per Section 14 of the Education Act 1996.
- 2.55 Pressure for additional school places can be created by an increase in the birth rate, new housing developments, greater inward migration and parental choice of one school over another. If local schools are unable to meet the additional demand, a new housing development can have a significant impact on the infrastructure of its local community and this impact must be mitigated against, through the provision of additional school places, facilitated through education contributions.
- 2.56 When forecasting future demand for school places LCC use distinct planning areas that have been agreed with the Department for Education. For secondary demand, these planning areas are at local authority district level, however, for primary demand pupil projections are produced based on Primary Planning Areas [PPAs]. The PPAs within Fylde may differ from the FLP policy areas but this is not expected to give rise to any significant issues.
- 2.57 By considering the demand in each area, LCC establish the likely impact that development will have on school place provision. In some school planning areas, the scale of proposed housing development, or the limited scope for expansion of existing schools, means that it may be necessary for school land to be sought. The 'DfE guidance for securing education contributions from developers' advises that *"National Planning Practice Guidance explains how local planning authorities should account for development viability when planning for schools within housing developments, including an initial assumption that both land and construction costs will be provided."*
- 2.58 Initial comments from LCC indicate that new demand will be generated as follows:
- 2.59 Primary Place Demand LCC Primary Planning Areas Primary Planning Area Dwellings Pupil Yield Lytham St Annes 2014 Scale of Demand 504 Singleton and Weeton 2.5 FE 1714 429 Kirkham 2.5 FE 1691 423 Freckleton, Warton and Wrea green 2.5 FE 1.5 FE 936 TOTAL 6355 234 1589 9 FE.

LCC Primary Planning Areas			
PPA	Dwellings	Pupil Yield	Scale of Demand
Lytham St Annes	2014	504	2.5FE
Singleton and Weeton	1714	429	2.5FE
Kirkham	1691	423	2.5FE
Freckleton, Warton and Wrea Green	936	234	1.5FE
TOTAL	6355	1589	9FE

- 2.60 An additional 9 forms of entry are required. The scale of projected demand for primary school places in Fylde means that it is unlikely that this demand can be addressed by expansion of existing schools and additional provision at the school sites already identified in the existing FLP Policies MA2 Whyndyke Farm (1.5FE) and HSS1 Queensway St Annes (1.5FE).

- 2.61 After reviewing each PPA in conjunction with surplus places and the two identified sites above, the overall need to mitigate the impact of the emerging FLP site allocations will reduce the demand from 9FE to 2FE, therefore, LCC would require a primary school site in the Kirkham PPA suitable for up to 2 FE.

Preston Secondary Planning Area			
	Dwellings	Pupil Yield	Scale of Demand
TOTAL	6355	826	5.5FE

- 2.62 An additional 5.5 forms of entry are required. After reviewing the data in conjunction with surplus places the overall need to mitigate the impact of the emerging FLP site allocations will reduce the demand from 5.5FE to 4FE, therefore, LCC would require a secondary school site in the Fylde area suitable for up to 4 FE.
- 2.63 As all secondary schools in Fylde are free from local authority control, LCC have limited ability to influence schools to increase provision and cannot guarantee the willingness of the Fylde schools to expand to meet future demand. Therefore, land will be required for a secondary school site within Fylde to mitigate the impact of the developments and demand for places within the plan period and this is a requirement of 4FE.
- 2.64 LCC have met with FBC to discuss the provision of the above education infrastructure and expect to provide receive further detailed comments before submission of the FLP for examination.
- 2.65 Notably, where a number of developments are expected to come forward in an area with an aggregated requirement for a new school, LCC would seek to equalise contributions requests across those developments. FBC is supportive of this approach and with the benefit of further detailed comments from LCC, will updated this IDP accordingly.

Early Years

- 2.66 The Childcare Act places a statutory duty upon local authorities to play a strategic role in facilitating the childcare market. This is achieved through working in partnership with private, voluntary and independent sectors and schools to shape childcare services.
- 2.67 The LCC Childcare Sufficiency Study 2025/2026 provides an overview of the supply and demand of childcare in Lancashire. This study shows that childcare in Fylde is, on average, open six hours per day, five days per week, 40 weeks per year, which is slightly above the county-wide average, with costs also being slightly below the average. Fylde also has surplus capacity for childcare spaces (for both early years and school-age children), although there is a shortfall of spaces for 0–4-year-olds in Singleton and Weeton.
- 2.68 The council will work with LCC to determine in more detail whether development in Singleton and Weeton could be used to support the creation of childcare spaces for 0-4-year-olds in the local area.

Higher and Further Education

- 2.69 Improved skills at all levels is crucial to the development of the Fylde Coast economy. Blackpool and the Fylde College, based in Blackpool, is an important provider of further education in Fylde and the college has a campus in Fylde at Ansdell. Other important

providers of further education in the Fylde and delivering to residents from the Fylde district include Lytham St Annes Sixth Form, Carr Hill Sixth Form in Kirkham, Blackpool Sixth Form College and Cardinal Newman College in Preston.

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

Health and Social Care

- 2.71 Health provision in Fylde is delivered through the NHS Lancashire and South Cumbria Integrated Care Board [ICB] which “purchases” services through clinical providers such as East Lancashire Hospitals NHS Trust.
- 2.72 NHS Property Services [NHSPS] manages, maintains and improves NHS properties and facilities, working in partnership with NHS organisations to create safe, efficient, sustainable and modern healthcare environments. NHSPS partners with local NHS ICBs and wider NHS organisations to help them plan and manage their estates to unlock greater value and ensure every patient can get the care they need in the right place and space for them. NHSPS is part of the NHS and is wholly owned by the Department of Health and Social Care.

GP Provision

- 2.73 NHSPS have advised that the NHS as a whole is facing significant constraints in terms of the funding needed to deliver healthcare services and that population growth from new housing development adds further pressure to the system. NHSPS expect that new development should make a proportionate contribution to funding the healthcare needs arising from new development.
- 2.74 FBC has consulted the ICB and NHSPS on the emerging FLP and will continue to engage with them. FBC expects to work with the ICB to understand the capacity of existing healthcare infrastructure and the likely impact of the draft allocations on healthcare infrastructure capacity, and to identify appropriate options to increase capacity to accommodate the additional service requirements and the associated capital costs of delivery.
- 2.75 It is noted that the ICB have indicated in response to recent consultation of a planning application that development local to Holland House Surgeries at the Freckleton Health Centre will be required to fund the expansion of that surgery. It is expected that the ICB and NHSPS will advise on the infrastructure requirements for the entire plan area during the consultation on this IDP, alongside the Publication version of the FLP.

Hospital Provision

- 2.76 The ICB and NHSPS will advise on the infrastructure requirements for the entire plan area during the consultation on this IDP, alongside the Publication version of the FLP.

Mental Healthcare Provision

- 2.77 The ICB and NHSPS will advise on the infrastructure requirements for the entire plan area during the consultation on this IDP, alongside the Publication version of the FLP.

Care for the Elderly and Disabled

- 2.78 There are issues regarding accommodation that is fit for purpose for both the elderly and disabled. LCC is seeking solutions to these problems including providing a range of accommodation for the elderly and disabled, such as shared accommodation and single person flat-lets. The appropriate type of accommodation is dependent on individual circumstances.
- 2.79 In terms of services and facilities, it is preferable if those in need of care or assistance rely less on day services and other 'building-based' support and receive support in their own home.
- 2.80 The FLP includes Strategic Policy HOU4 which sets out that the Council will support the development of new care homes and extra-care flats within accessible locations within the existing settlement areas of St Annes, Ansdell and Fairhaven, Lytham, Kirkham, Wesham, Warton and Freckleton, providing the development does not require or involve the loss of an existing community facility.
- 2.81 Strategic Polic HOU4 also includes a requirement that residential development sites over 20 units (and smaller sites that are portions of larger allocations over 20 dwellings) will be required to provide 20% of housing units designed specifically to accommodate older people, with further details set out in that policy.

Pharmacists and Opticians

- 2.82 Pharmacies in the community are independently provided but their number and location are regulated in relation to the distribution of GP practices. Optician services are commercially provided.
- 2.83 It is considered that there are no likely material implications for the IDP in this respect.

Dental Services

- 2.84 Most dentists are independent contractors, with responsibility for their own premises and staff. NHS dental services are provided by dentists who hold NHS contracts and in recent years these practitioners have been increased to meet the once serious shortfall of dentists.
- 2.85 It is considered that there are no likely material implications for the IDP in this respect.

Emergency Services

- 2.86 No capacity issues relating to emergency services provision have been indicated so far. It is anticipated that further information on the infrastructure requirements of emergency service providers will be provided during the consultation on this IDP, alongside the Publication version of the FLP.

Police

- 2.87 The Lancashire Police and Crime Commissioner has oversight of the Lancashire Police Authority which in turn has a statutory responsibility to ensure that Fylde borough is a safe

place to live and work, and where crime and fear of crime is reduced. The Commissioner is responsible for budgetary matters.

Fire Service

- 2.88 The Lancashire Fire and Rescue Service provide fire and rescue services in Lancashire, on behalf of the Lancashire Combined Fire Authority. The Authority is legally required to enforce fire safety legislation and to reduce the risk of fire causing death, serious injury and property related losses to the community. It must also make provision for rescuing people in the event of road traffic collisions. The Service is funded through central government grants and local precepts.

Ambulance

- 2.89 The North West Ambulance Service NHS Trust is responsible for the provision of accident and emergency services, as well as non-emergency patient transport. The Service funding is managed by the UK government, NHS England and the Department of Health and Social Care.

Neighbourhood and Community Facilities

Affordable Housing

- 2.90 The Framework requires that the need for affordable housing be assessed and planned for where a need is identified, as part of the broader planning for the housing needs of different groups. The Fylde Housing Needs Survey 2022 [HNS] provides a clear indication of the sizes and types of affordable housing needed. The HNS sets out a net need for affordable housing of 593 units per annum, made up of 418 units of affordable housing to rent (social rent, affordable rent) and 175 units of affordable housing to buy (shared ownership, discount market sales housing, rent-to-buy).
- 2.91 All market housing schemes of 10 or more homes will be required to provide 30% affordable housing in accordance with Strategic Policy HOU3 (Affordable Housing). This requirement will be managed through the handling of planning applications.

Culture and Leisure

- 2.92 Increased demand from planned development over the plan period may place pressure on community and leisure facilities. In such cases, it may be appropriate for developers to make a contribution towards improving facilities but this will be assessed through the handling of planning applications.

Sport Facilities and Public Open Space

- 2.93 Public open space and sport provision includes a wide range of uses as set out in Strategic Policy ENT3 (Protecting Existing Open Space and Sports Facilities).
- 2.94 The type and availability of open space and sport provision vary across Fylde, as well as over time. It is therefore necessary to include flexibility to allow for varied types of open space to be delivered, in order to ensure that the broad range of open space types is delivered across all sites, to ensure all needs are provided for.

- 2.95 Sport England is a non-departmental public and the Government's strategic lead for community sport, providing advice for the creation of local plans. Sport England is also a statutory consultee for applications affecting playing fields. Sport England advise that new open space should be provided to support development, either on-site or through off-site contributions.
- 2.96 Sport England were consulted and provided comments at the Regulation 18 stage and it is expected that they will provide further detailed comments in response to proposed allocations during the consultation on this IDP, alongside the Publication version of the FLP.
- 2.97 The allocations propose no new facilities, nor development which would result in the loss of existing facilities. Where proposals for development are received which would result in a shortfall in provision of sport facilities, developer contributions towards additional facilities to meet that demand will be sought.
- 2.98 Strategic Policy ENT3 (Protecting Existing Open Space and Sports Facilities) identifies Existing Open Space and sets out that any new or extended open spaces provided on development sites during the plan period will be treated as Existing Open Space for the purposes of that policy. The areas of Existing Open Space provide a critically important part of the Green Infrastructure network within Fylde. Existing Open Space will be protected from inappropriate development.
- 2.99 New strategic sites will result in extensive areas of homes which, without on-site provision of open space, would result in homes so distant from any open space that car outings would be required to reach them. Best practice indicates that particularly for younger children, suitable open space close to homes is most beneficial. However, the provision of all types of open space (as listed in the typology in Policy ENT3) will be needed to meet needs.
- 2.100 The size and development density of allocations for sites of 10 or more houses allow for the reasonable likelihood that public open space could be delivered on site. However, where there is an over-provision of open space in close proximity to any site or where site particulars require land to be used for other purposes, developer contributions will instead be sought to enhance existing open space.

Green Infrastructure

- 2.101 Green infrastructure comprises a network of multi-functional green and blue spaces and other natural features, both urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity. Collectively, these elements create or have the potential to create green infrastructure networks of natural environmental components and green and blue spaces (i.e. ponds, rivers, lakes, swales) including (but not limited to): hedges, outdoor sports facilities, coastal habitat, grassland and heathland, cemeteries, churchyards and burial grounds, agricultural land, allotments, community gardens and urban farms, moorland, greens, open spaces, degraded land, private gardens, wildlife habitats, parks, fields, land in the countryside, woodlands, street trees, ponds, lakes, waterways
- 2.102 In accordance with Strategic Policy ENT4 (Provision of New or Enhanced Open Space and Sports Facilities) opportunities to link open space to create a multi-functional Green Infrastructure network will be maximised.

- 2.103 Non-Strategic Policy ENT2 (Local Green Space) identifies specific strategically important Local Green Spaces. Development affecting these spaces or in close proximity to them may be required to contribute to their enhancement or maintenance.
- 2.104 Under the Environment Act 2021, all planning permissions granted in England (with a few exemptions) are required to deliver at least 10% biodiversity net gain [BNG]. BNG will be measured using Defra's biodiversity metric and all off-site and significant on-site habitats will need to be secured for at least 30 years. Planning obligations will be required to secure all off-site BNG and may be used to secure some on-site BNG.

3. Monitoring and Updating the IDP

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



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