



The Infrastructure Delivery Plan (IDP)

September 2015

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1.0 Introduction

- 1.1** The new Fylde Local Plan will guide development up to the year 2032, and will eventually replace the current adopted Fylde Borough Local Plan (As Altered: October 2005). The new Local Plan contains a Vision and a Development Strategy that sets out how the council would like Fylde to develop up to 2032. The Local Plan sets out plans and policies which provide for the needs of the area, addressing climate change and achieving high quality design, good accessibility and community involvement.
- 1.2** The Infrastructure Delivery Plan – hereinafter referred to as the IDP - will seek to establish what additional infrastructure and service needs are required to support and accommodate the level of development and growth proposed in the Fylde Local Plan. Fylde Council is planning to provide land for the delivery of a minimum of **7,700 new homes** between 2011 and 2032, together with approximately **59.1 Ha** of employment land over the same period of time. The Local Plan identifies four **Strategic Locations for Development**: Lytham and St Annes; Fylde-Blackpool Periphery; Warton; and Kirkham and Wesham, which together will accommodate the majority of the planned new growth.
- 1.3** This draft IDP has been developed as a result of extensive dialogue and consultation with infrastructure and service providers. The draft IDP will help ensure that the additional infrastructure and services that are needed are identified and delivered in a timely, co-ordinated and sustainable way. It will be a mechanism for improving delivery of facilities and services for the benefit of local communities and will provide a robust framework that will support bids for funding and assist decision making.
- 1.4** Infrastructure can take many forms – it can be defined in physical, green and community terms and is essential to support objectives of increased housing provision, economic growth, improving access and connectivity, mitigating climate change, and of creating thriving and sustainable communities. In addition to housing and job opportunities, supporting infrastructure including green energy, utility services, transport, schools, open space, community, health and leisure services, are all needed.

What is infrastructure?

- 1.5** This draft IDP uses the term 'infrastructure' in its broadest sense to mean any service or facility that supports Fylde and its population. It includes, but is not restricted to the following:
- **Transport:** highways, air travel, rail, trams, bus, cycling, pedestrian, coach parking and park and ride.
 - **Education:** nursery and pre-school, primary, secondary, further, higher, and adult education.
 - **Energy:** gas and electricity generation and provision.
 - **Water:** supply, wastewater and surface water drainage, flood defences and flood risk management.
 - **Information and communications technology:** telecommunications, broadband and cable television.

- **Health:** hospitals, health centres/GP surgeries, dental practices, pharmacies and hospices.
- **Green Infrastructure network:** open space, parks, children's play areas, sports pitches and courts, country parks and accessible natural green space, allotments and burial facilities.
- **Emergency services:** police, fire service, ambulance and HM coast guard.
- **Community services:** libraries, community centres, youth services, social services, older peoples support, special needs and disability and places of worship.
- **Affordable housing.**
- **Culture and leisure:** museums and galleries, performance venues, sports and fitness centres.
- **Public realm.**
- **Waste management:** refuse collection and disposal, recycling.

1.6 While the term infrastructure is very broadly defined, this does not mean that this draft IDP seeks to cover in detail all of the above items. That would make the process unmanageable. This draft IDP seeks to give a broad overview of the way certain infrastructure is planned and the agencies involved in its delivery. It also looks in more detail at costs and likely funding mechanisms for some items of infrastructure, in particular those that are critical to delivering the new Fylde Local Plan.

1.7 A Delivery Schedule of key infrastructure projects is included in Appendix 2 of this IDP. The key infrastructure projects are those required to accommodate the quantum and distribution of development that is being proposed in the Local Plan. The schedule highlights uncertainties surrounding funding and delivery, and will therefore impact upon the amount, distribution and phasing of development in the Local Plan. The schedule will also inform the development of the Regulation 123 List which will comprise part of the Community Infrastructure Levy - hereinafter referred to as the CIL.

Policy Context

1.8 The National Planning Policy Framework (the Framework) sets out a '**presumption in favour of sustainable development**' and the government is committed to ensuring that the planning system supports sustainable economic growth. This means that the planning system should encourage, not act as an impediment to, sustainable growth.

Planning Positively for Infrastructure

1.9 It is crucial that the Local Plan and the IDP are written positively so as to enable the level of growth and infrastructure required in the borough to meet the objectives, principles and policies of the Framework. One of the core planning principles set out in paragraph 17 of the Framework is that planning should drive and support sustainable economic development, and this includes the delivery of infrastructure. Paragraph 21 requires that planning policies should recognise and seek to address potential barriers to investment, including any lack of infrastructure.

- 1.10** Specifically, Local Plans should include strategic policies for the provision of transport infrastructure, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management and the provision of minerals and energy. The council should work with other authorities and infrastructure and service providers to assess the quality and capacity of this infrastructure and take account of the need for strategic infrastructure, including nationally significant infrastructure within their areas.
- 1.11** Paragraph 156 of the Framework also requires strategic policies for the provision of health, security, community and cultural infrastructure and other local facilities. To deliver these facilities, paragraph 70 says that planning policies and decisions should plan positively for the provision of shared community facilities and other local services to enhance the sustainability of communities and residential environments.

Collaborative Working

- 1.12** For a Local Plan to be considered '*sound*' at examination, the Plan should be positively prepared and based on a strategy that seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so. The Plan must also be effective, which includes that it should be based on effective joint working on cross-boundary strategic priorities (the Framework, paragraph 182).
- 1.13** The Framework emphasises the requirement to plan strategically across local boundaries. For example, paragraph 31 says that councils should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development and paragraph 180 says that councils should work collaboratively with utility and infrastructure and service providers. Paragraph 181 states that councils will be expected to demonstrate evidence of having effectively cooperated to plan for issues with cross boundary impacts, in order that the Local Plan will be able to provide the land and infrastructure necessary to support current projected future levels of development.

Delivery of Infrastructure

- 1.14** For a Local Plan to be considered '*sound*' at examination, the Plan must be effective, which includes that it should be deliverable over its period. Councils should ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. This requires that the council understands district-wide development costs at the time the Local Plan is drawn up. For this reason, infrastructure and development policies should be addressed concurrently (the Framework, paragraph 177).
- 1.15** To achieve sustainable development, paragraph 173 of the Framework requires careful attention to viability and costs. To ensure viability, the costs of any requirements likely to be applied to development, including requirements for contributions towards the provision of infrastructure, should provide competitive returns to the land owner and developer to enable the development to be deliverable.

Methodology

- 1.16** Engagement with infrastructure and service providers began at an early stage in the Local Plan process, so that major infrastructure issues (that could affect the way the borough is developed in the future) could be identified at an early stage. In doing this, the council has been able to proactively prepare the Local Plan in accord with infrastructure needs and provision.
- 1.17** In 2010, the council held meetings with various infrastructure providers, and these meetings centred on the deliverability of sites identified in the Strategic Housing Land Availability Assessment (SHLAA). 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** Engagement with infrastructure and service providers has continued as the Local Plan has developed. Following the Issues and Options consultation on the Local Plan in June-July 2012, the council began to identify strategic sites for housing, employment and mixed-use development. In November 2012, an informal consultation took place with infrastructure and service providers, who were informed of potential strategic sites that could be included in the Local Plan: Preferred Option. A further round of consultations with the infrastructure and service providers took place in summer 2015 on the strategic and non-strategic sites that comprise the council's Revised Preferred Option for development over the lifetime of the Local Plan to 2032. During the two rounds of consultations, the council requested that infrastructure and service providers supplied information for each site in relation to the following questions:
- Can each site be accommodated within your existing or planned provision?
 - Can each site be accommodated with appropriate upgrading of infrastructure? If so, what infrastructure would be required, what would be the financial cost and how could this be met? Over what timescale, could the infrastructure be delivered?
- 1.19** The information obtained from these two rounds of consultation have assisted the council in sequentially assessing which sites should be included and be carried forward in the Revised Preferred Option version of the Local Plan, so that the proposed level of growth, including new homes, jobs and other commercial, retail, leisure development proposed for the borough can be met.
- 1.20** A new Playing Pitch Strategy is being prepared jointly by the council and KKP consultants. The Open Space, Sport and Recreation Study will be updated prior to the Examination in Public (EiP); and a Facilities Review will also be undertaken. The outcome of these three pieces of work may reveal a need for further sporting and recreation facilities and/or improvements to existing sites. If this is the case, then the infrastructure requirements will be updated.

Community Infrastructure Levy

- 1.21** It is anticipated that the council will begin the development of a CIL after consultation on the Revised Preferred Option version of the Local Plan. The CIL will

comprise a charging schedule and a Regulation 123 List of infrastructure projects or areas. CIL is the Government's response to the need for development to contribute to the provision of infrastructure either directly or indirectly related to the development in question; and the view that the planning obligations (Section 106) provisions provided only a partial and variable response to capturing funding contributions for infrastructure.

- 1.22** Under the CIL, Councils are empowered (but not required) to set a charge for most developments, through a formula related to the scale and type of the scheme. The monies must be spent on local and sub-regional infrastructure which supports the development of the area. CIL differs from previous Section 106 regimes in that:

1) it will capture a much wider range of development thereby sharing the burden, whereas Section 106 had tended to focus mainly on larger schemes; and

2) it breaks the direct link between the obligation and the development, so that infrastructure spending can be managed at a strategic level. Planning Obligations through Section 106 agreements will still continue alongside CIL, but they will only be available for a restricted number of purposes.

- 1.23** Whilst CIL is expected to provide significant additional monies for infrastructure, it will not replace existing mainstream funding. Core public funding will continue to bear the main burden, and councils will need to utilise CIL alongside other funding streams to deliver infrastructure plans locally.

How the Infrastructure Delivery Plan should be used

- 1.24** This draft IDP is a draft document and is work in progress. It is based upon information accumulated from infrastructure and service providers over the last four years. The council is therefore particularly interested in the views of infrastructure and service providers on the content of this document. The council requires up-to-date information on the infrastructure that is required to support the level of growth that is set out in the Revised Preferred Option version of the Local Plan. There are currently gaps in information, and it may be that some of the information in this draft IDP is outdated. Information received from infrastructure and service providers during this consultation into the draft IDP will ensure that is up-to-date and robust before the EiP into the Local Plan.

Next Steps

- 1.25** As the inclusion of the strategic and non-strategic development sites becomes more certain through the progression of the Local Plan towards EiP and adoption, more detailed information will be available from infrastructure and service providers. The submission of more detailed information will enable the council to finalise the phasing of the sites and identify the principal infrastructure that is required to support development proposed in the Local Plan. This infrastructure, along with other major infrastructure projects that are planned within the plan period up to the year 2032, are identified in the Infrastructure Delivery Schedule set out in Appendix 2 of this IDP.

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Physical Infrastructure

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2.0 Transport

Highways

- 2.1** Highways England is responsible for operating, maintaining and improving the strategic road network in England on behalf of the Secretary of State for Transport. The strategic road network in Fylde consists of the M55 motorway and its junctions and the A585(T) north of the M55. The council needs to demonstrate that the proposals in the Local Plan will not have a significant detrimental impact on the strategic road network.
- 2.2** Lancashire County Council (LCC) is the Highway and Transport Authority for Fylde and is responsible for the local highway network, the production of the Local Transport Plan (LTP) and its Implementation Plan. LCC has also prepared the draft Fylde Coast Highways and Transport Masterplan, which was issued for consultation in January and February 2015. The Masterplan provides a transport evidence base to inform future highways and transport strategy development and the basis for future decisions on infrastructure planning and strategic priorities for the area. The draft IDP refers to all of the highway and public transport schemes and initiatives that are proposed in the Fylde Coast Highways and Transport Masterplan.
- 2.3** Central Government funding processes for local transport infrastructure changed with effect from April 2015. The Local Growth Fund includes a significant amount of local transport funding from the outset. In addition to funding for local major transport schemes, over 40% of the Integrated Transport Block grant funding currently received directly by local transport authorities will be included, thereby reducing the amount of guaranteed funding going forward. Access to the Local Growth Fund is competitive and secured through a Growth Deal negotiated between the Government and the Local Enterprise Partnership. (LCC Environment Commissioning Plan for Fylde 2015 – 16, May 2015)

M55 (Junction 4) to Heyhouses Link Road (i.e. The M55 to St Annes Link)

- 2.4** The M55 (Junction 4) to Heyhouses Link Road has planning permission as part of the development of 1,150 homes at Queensway, St Annes. This Link Road, which will be identified on the Policies Map that will accompany the Publication version of the Local Plan, will improve access to and from junction 4 of the M55 from St Annes, accommodate the additional traffic generated by the Queensway development (**site HSS1**) and improve access to the Royal Lytham and St Annes Golf Club. The northern section of the road, just south of Junction 4 (M55), has been constructed as part of a retail development and a section to the south has also been completed. The estimated cost of the Link Road is £21 million, which will be funded with LGF support. (LCC Environment Commissioning Plan for Fylde 2015 – 16, May 2015). An east-west road will also be provided as part of the Queensway development in order to provide access to the housing scheme.
- 2.5** The new link road will provide a direct route between the M55 at junction 4 and the A583 Preston New Road to the B5261 Blackpool Road in St Annes. It will give better access to development sites, including Whitehills and Blackpool Airport, to new housing at Heyhouses and for tourism. The scheme will also provide some

congestion relief and allow Wild Lane to be used as a sustainable transport link by pedestrians, cyclists and equestrians.

A585 Skippool – Windy Harbour Improvements

- 2.6** This Highways England scheme proposes a new offline bypass of Little Singleton. This scheme would remove the current bottleneck at Five Lane Ends and give the opportunity to improve the A585(T) Mains Lane / A588 Shard Road junction. It could also remove rat-running traffic from Singleton. Work on developing this scheme is at a very early stage of options development, so as yet the form the improvements will take is not known. Preferred Options will be put to a public consultation during 2016, before the formal consultation process to seek a Development Consent Order begins in 2017. At this stage, it is anticipated that start of works would begin in 2019/20 and be delivered in 2021/22, well within the plan period.

M55 (Junction 3) to Norcross Link Road

- 2.7** There is significant traffic congestion on the A585(T) at peak times, and development proposed in the emerging Wyre Local Plan and Wyre's adopted Fleetwood-Thornton Area Action plan will place additional pressure on this route. The proposed 'blue route' (M55 Junction 3 – Norcross Link Road) would alleviate this traffic congestion and would improve north-south road links north of the M55 and enhance accessibility to and from Fleetwood. The route is not presently shown as being safeguarded in an adopted Development Plan. The A585 Corridor Study will look at the scale and scope of the problems on the A585(T) and set out how they could develop over the next ten years or so.
- 2.8** The funding for the blue route is uncertain. The cost is estimated to be around £150 million at 2012 prices but this could rise to £200 million, taking account of inflation. If the blue route was to go ahead, funding could not be obtained within the lifetime of the Fylde Local Plan. Nevertheless, the Local Plan should show the route as a protected line, at least until the Multi-Modal Study presents its findings.

Preston Western Distributor Road

- 2.9** The Preston Western Distributor Road is a proposed road linking the M55 near Bartle, through the construction of a new junction (junction 2), with the A583 east of Clifton, as identified in the adopted Central Lancashire Highways and Transport Masterplan, 2013. In addition to the Distributor Road there will be an East-West Link Road through the North West Preston strategic housing area, north of Cottam, together with a Cottam Link Road to the Preston Western Distributor Road. The construction of the Preston Western Distributor Road will improve road access to the Enterprise Zone at BAE Systems, Warton, the wider Fylde Coast and serve new housing on land in north-west Preston. The adopted route for the Preston Western Distributor Road and the Cottam Link Road will be shown on the Policies Map, which will accompany the next version of the Local Plan – the Publication version.
- 2.10** The delivery of the new Preston Western Distributor Road between the M55 and the A583 will:

- Improve access from the motorway network to the Enterprise Zone at BAE Systems, Warton.
- Give easier access westwards without having to use narrow country lanes.
- Provide options to avoid peak hour congestion in Preston city centre for east-west journeys.
- Give access to the motorway network without using M55 Junction 1 at Broughton, which is still busy after its redesign in 2013.
- Enable provision of a new rail station west of Cottam (i.e. Cottam Parkway), to serve new housing development and act as a Park and Ride station and as a possible link to the national high speed rail network in the longer term.
- Allow bus priority measures, public realm enhancements and improvements to prioritise and promote walking and cycling along the B5411 Tag Lane / Woodplumpton Road and A583 Riversway corridors and in Lane Ends local centre (all within Preston).

2.11 The relationship of the proposed new distributor road to the North-West Preston strategic housing area (at Higher Bartle) will be critical to ensuring that the new road is fully and properly utilised by local commuting traffic.

2.12 The construction costs of the road and motorway junction are estimated to be £92 million. The funding sources are as follows:

- Growth Deal: £58 million (over 4 years)
- Highways England: £25 million
- LCC: £9 million

2.13 The latest estimates from LCC are that the East-West Link Road through the North West Preston strategic housing area will open by spring 2017. Works on the Preston Western Distributor Road and Cottam Link Road are timetabled to begin in 2017, with the roads opening in 2019.

M55 junctions

2.14 Further work is planned at junction 1 of the M55 at Broughton, Preston to overcome traffic congestion at peak times, in addition to the improvement works which took place in 2013. Works at junction 32 of the M6, have improved the northbound link between the M6 and the M55, by forming a 5 lane motorway over a limited stretch of the road. Highways England has confirmed that significant development in the vicinity of junction 4 of the M55 (i.e. the Fylde-Blackpool Strategic Location for Development) would not have a major significant impact on junction 1 at Broughton.

Warton

2.15 It is anticipated that Warton will expand its role to a Local Service Centre during the lifetime of the Plan, when development identified in the Local Plan in the Warton Strategic Location for Development has taken place. In view of this, the council will work with LCC to determine the potential increase in traffic through Warton that would be generated from the development of the strategic sites in this location.

Next steps

- 2.16** The council will approach Highways England and LCC to present detailed modelling to understand the impact of the proposed strategic sites on both the strategic and local road networks, as well as to define what infrastructure upgrades are required. Highways England will assist the council in understanding, defining and agreeing these impacts and infrastructure requirements.

Bus Services

- 2.17** LCC works with local bus operators to provide bus services in the county. Lancashire has an extensive network of services, from high frequency services serving urban areas, to rural services providing a vital community link.
- 2.18** Bus routes are generally provided by commercial operators who determine the route and frequency of services. As Fylde is predominantly a rural borough with a relatively low population, bus services are often infrequent and some areas are not served by public transport.

Bus Services and Future Development in Fylde

- 2.19** In terms of future development, bus services are easier to upgrade than rail services, and would be relatively quick to implement. LCC aim for bus services to be in operation before a development is completed, in order to influence how people use public transport. However, this is dependent on the developer paying Section 106 contributions at an early stage. There may not be a bus service in the future if that service would subsequently require subsidy. More imaginative solutions will be pursued. Public transport connections to new development will be an essential requirement both for sustainability and to manage traffic growth. Moving forward, there will be a need to ensure that any form of public transport provided to enable development can be self-supporting in the long term without requiring further public subsidy.

Lytham and St Annes

- 2.20** Bus services in Lytham and St Annes are most frequent towards the coast, particularly to and from Blackpool. Bus services further inland are generally less frequent and bus services to other settlements, particularly Kirkham, Wesham and the rural settlements are also infrequent.
- 2.21** **Site HSS1** (Queensway, St Annes) is situated on the northern edge of St Annes where bus services are infrequent.
- 2.22** **Site HSS2** (Heyhouses Lane, St Annes) is better integrated into the settlement and is close to a frequent bus service along Church Road in St Annes.

Fylde-Blackpool Periphery

- 2.23** The nearest bus service for **site MUS1** (Cropper Road East, Whitehills) is at Lytham St Annes Way, south of the site. This, along with the bus service that would serve **site MUS2** (Whyndyke Farm, Preston New Road, Whitehills), is a half hourly service that connects to Blackpool, Kirkham and Wesham, but not to Lytham or St Annes.
- 2.24** **Sites HSS4** (Coastal Dunes, Clifton Drive North, Blackpool Airport Corridor) and **ES5** (Blackpool Airport, Squires Gate Lane, Blackpool Airport Corridor) are more accessible by bus, with frequent services into Lytham, St Annes and Blackpool. However, Kirkham and Wesham are not easily accessible by bus from these sites.

Warton

- 2.25** Warton is accessible by bus to and from Blackpool, Lytham, St Annes, Freckleton and Preston. However, access to Kirkham, Wesham and the Tier 1 and Tier 2 rural settlements is poor. Measures should be considered, such as the creation of green routes for pedestrians and cyclists in Warton to Lytham Road, where there are bus services.
- 2.26** **Site HSS7** (Highgate Park, Lytham Road, Warton) is well integrated into the settlement and has good access to the frequent bus service along Lytham Road.

Kirkham and Wesham

- 2.27** Bus services to and from Kirkham and Wesham from Blackpool, Lytham, St Annes, Warton, Freckleton and most of the borough's rural settlements are infrequent. However, Preston and the rural settlements of Newton and Clifton are significantly more accessible by bus to and from Kirkham and Wesham, with frequent services.
- 2.28** In light of the electrification of the Blackpool to Preston railway line, LCC will work with local bus operators to improve public transport connectivity with this improved service and improve links along the Blackpool-St Annes-Preston corridor, as stated in the LTP3 Implementation Plan.

Next steps

- 2.29** The council will liaise with LCC to determine what infrastructure upgrades could be facilitated through developer funding and other measures so that the proposed strategic and non-strategic sites have appropriate access to sustainable transport.

Rail Services

- 2.30** 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. Although it owns over 2,500 railway stations, most are managed by train operating companies. 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.

- 2.31** Network Rail operates under five-year control periods. Network Rail is planning for the next Control Period (CP6) 2019-2024.

Electrification

- 2.32** Electrification of the rail network is currently underway in the North West, and is included in Network Rail's delivery plan for CP6. Electrification of the Blackpool North to Preston line is scheduled to be completed within the plan period. When completed, most of the rolling stock will be able to run at 90mph, compared to the current maximum of 75mph, thus reducing journey times. Trains will be able to accelerate faster, brake faster, cause less track damage and will also be more economical to run.
- 2.33** Electrification will bring greater service reliability with the potential for increased capacity and improved links to Manchester, Manchester Airport and Liverpool. To electrify, Network Rail need to co-ordinate track renewals and replace signalling in order to deliver modern day standards. The track, signalling and electrification structures at Blackpool North Station are all subject to the electrification and enhancement scheme, and it is likely to have two platforms extended to accommodate the longer 'Pendolino' class trains.
- 2.34** Electrification is being delivered by Network Rail in partnership with train operating companies and other stakeholders. The cost of electrification in the North West is being funded from the £1.3 billion allocated by government for Network Rail's network electrification programme.

Direct London - Blackpool Service

- 2.35** A direct London to Blackpool service, operated by Virgin Rail, started in December 2014. The service stops at Poulton-le-Fylde and Preston.

South Fylde Line

- 2.36** Through an extension to the original SINTROPHER project, LCC has been able to secure further funding to carry out a specific South Fylde Rail Connectivity Study. The Connectivity Study will look at the future role of the South Fylde Line and how it can be enhanced, including the best way to enhance the role of the Line in providing a southern gateway to Blackpool. The Connectivity Study will also establish what the most viable and cost effective way of linking the South Fylde Line and the Blackpool Tramway would be and what benefits such a link would bring. The two lines lie only 300 metres apart in places, but if they were to be connected, then the Fylde Coast would have a through rail service from end to end.

North Fylde Line

- 2.37** Electrification of the Blackpool North line will result in changes to a number of stations. The layout of Kirkham Station may change, enabling through trains to be able to travel faster past the station, and potentially to serve a greater market than it does at the moment. An Access for All scheme could provide compliant disabled

access at Kirkham station, if an option for a new platform is progressed as part of the electrification scheme. There is also potential to increase car parking capacity at the station, through the provision of a park and ride - giving it a far greater potential to attract users among residents and businesses in the surrounding area. The smaller stations on the Fylde Coast also have the potential to serve greater markets than they do at the moment. In order to establish just what potential these stations have, LCC will undertake a North Fylde Line Station Viability Study, which will complement the work proposed for the Fylde Coast, which includes a Connectivity Study. The Viability Study will look both at potential users and also how LCC can work with other agencies to improve the attractiveness of the stations, particularly as part of an integrated, door-to-door sustainable travel network.

Cottam Parkway

- 2.38** The new parkway rail station, which will be located west of Cottam, will be accessed off the Preston Western Distributor and it is planned to be completed in 2022/23. The station offers a parkway service for the Fylde Coast. The potential for through services via the South Fylde Line could make the parkway even more attractive to visitors.

Rail access at the Strategic Locations for Development

Lytham and St Annes

- 2.39** There are three railway stations within this strategic location. These are located at St Annes, Ansdell and Lytham, and are situated on the South Fylde line that links Kirkham and Wesham to Blackpool South. Whilst the strategic location is well-served by railway stations, the train service is infrequent and unreliable and it is a single track. However, as stated above, there could be scope to increase the capacity of this line.

Fylde-Blackpool Periphery

- 2.40** **Sites MUS1** (Cropper Road East) and **MUS2** (Whyndyke Farm, Preston New Road, Whitehills) do not have rail access, although there could be scope to improve and / or create bus services to access railway stations at Blackpool from these sites. **Sites HSS4** (Coastal Dunes, Clifton Drive North, Blackpool Airport Corridor) and **ES5** (Blackpool Airport, Squires Gate Lane, Blackpool Airport Corridor) are situated in close proximity to Squires Gate station on the South Fylde line, and are also close to light rail (tram) access into Blackpool.

Warton

- 2.41** Warton has no rail access.

Kirkham and Wesham

- 2.42** Kirkham and Wesham railway station has the best and most frequent rail service in the borough. The development of the strategic sites at Kirkham and Wesham could provide opportunities to provide improved pedestrian, cycling and public transport access to and from the station.

Next Steps

- 2.43** The council will continue to liaise with LCC and Network Rail in the development of the South Fylde Line Study and the North Fylde Line Station Viability Study.

Blackpool Airport

- 2.44** Blackpool Airport is situated at the edge of the borough, south of Blackpool. The airport fronts Squires Gate Lane and currently comprises a mix of airport hangars, long stay surface car parking and sports pitches. Fylde Council supports the sustainable development of Blackpool Airport.
- 2.45** Enabling development comprises a 5 Ha strategic employment site (**site ES5** – Blackpool Airport, Squires Gate Lane, Blackpool Airport Corridor) on the north side of the airport. The development of this site will be essential for the long term future of the airport.
- 2.46** Generally, developments at the airport will be self-financing but some funding may be sought from public sources. Blackpool Airport is keen to ensure that funds will be available through the CIL for road infrastructure and other surface access improvements.
- 2.47** With no definite regeneration plans in place at the moment, this IDP cannot be specific about what measures may be needed in the future to support regeneration plans. However the site develops though, effective, sustainable transport links will be a key consideration, as travel to the site other than by car is currently difficult. In particular, access from rail or tram is very limited. However, proposals in the draft Fylde Coast Highways and Transport Masterplan, especially for the South Fylde Line, have the potential to make access very much easier. A Surface Access Strategy is required to enable improved public transport to and from the airport.
- 2.48** A plan for the regeneration of Blackpool Airport is currently being produced which will set out how the airport can best be developed now that it is no longer operating as an international airport.

Next steps

- 2.49** The council will seek to ensure that the need for a Surface Access Strategy at the Airport is included in the Local Plan.

Cycling Infrastructure

- 2.50** Cycling helps reduce congestion and carbon emissions, is good for health and wellbeing; importantly, it can also provide a low cost means of transport for access to employment and to education and is an important leisure pursuit. Cycle tourism also contributes to the economy, both directly and indirectly. The improvement of cycling infrastructure will therefore have multiple benefits.

- 2.51** Perceived highway safety is a major reason why people do not cycle. Cycling needs to be safe, attractive and convenient for residents and visitors to make every day journeys by bicycle in Fylde, and current infrastructure must be good enough to encourage more people to cycle. The provision of off-road cycle routes is one means of increasing the number of cyclists in the borough. However, there is currently only 13 km of off-road cycle routes in Fylde.
- 2.52** Current cycling infrastructure has the potential to only achieve a slight increase in cycle use. Some areas of Fylde are particularly unattractive for cyclists, for example the area south of the M55 at Peel Hill has poor links to Blackpool and St Annes.
- 2.53** The Fylde Coast Highways and Transport Masterplan proposes the creation of a Fylde Coast Cycle Network which will build on work already undertaken between Fleetwood and Star Gate and in Lytham and St Annes; as well as the Blackpool Explorer routes and initiatives that are underway such as Blackpool Green Corridor initiatives.
- Key to the Network will be the completion of the Fylde Coastal Way, which will ultimately be part of a high standard multi-user route linking the Guild Wheel to the Morecambe Bay Cycle Way. Whilst much of this route is already off-road, LCC will work towards ensuring that the whole length of the Way is a family-friendly, long distance route, suitable for all users. The Coastal Way will serve Warton Enterprise Zone.
 - LCC will also work to improve the towpaths of the Lancaster Canal to provide a long distance circular route that links Lancaster, Preston and the Fylde Coast. By linking with the minor road network, the canal also provides a route from Preston to Salwick and Kirkham.
 - The Coastal Way will form the spine of the wider network. Links in this network will provide one of two types of cycle route:
 - Explorer Mini-wheels, as the name suggests, will build on LCC's experience in delivering the Guild Wheel and the Explorer routes; the routes will be family friendly, multi-user, circular routes aimed at the leisure and tourist market. They will be designed to bring the maximum economic return to the area and will generally link to the Coastal Way or to the Lancaster Canal.
 - Green Spokes will build on the Green Corridors; LCC will seek to ensure that key employment destinations are accessible by cycle on safe routes that commuters feel comfortable using throughout the year. These routes will generally be linked to the Coastal Way, but may also radiate off Explorer Wheels.
- 2.54** LCC want to see improvements to cycle connections through the development of the Fylde Coast Cycle Network. Within Lytham and St Annes, measures will be carried out on the A584 and B5261 corridors to make them attractive to cycle on. Improvements will be made to the minor road network and to link cycle paths to make it more attractive to cycle from residential areas to town centres, shops, schools, colleges and the seafront. A key link is from the Queensway development to the coastal cycle route.

- 2.55** Developments on the west side of Kirkham are likely to result in improvements for cyclists on the A585 (Kirkham Bypass West) including a cycle path along the bypass and crossing facilities linking the development with the town. There is a need to continue the cycle network along the A583 south and to improve cycle links between Kirkham and Warton. There is an opportunity to develop Kirkham station as a hub for cycle/rail journeys. Building a cycle path along the A583 would link Kirkham with Preston and the Guild Wheel. Minor roads to the north, together with the canal towpath represent an alternative cycle route from Kirkham to Preston via Cottam. The provision of a cycle/bridleway alongside the proposed M55 to Heyhouses Link Road will offer a high quality cycle route from Lytham and St Annes to Peel. Developments on the Fylde – Blackpool Periphery should result in improvements to the network enabling cyclists to continue their journey to the east side of Blackpool. Improvements for cyclists on the A585 north of the M55 are likely to be carried out as part of Highway England's programme of improving cycle facilities on trunk roads.

Next Steps

- 2.56** The council will engage with LCC to establish in greater detail the cycling requirements in connection with the proposed level of growth identified in the Local Plan and how these will shape the proposed Fylde Coast Cycle Network.

Public Rights of Way, Footpaths and Bridleways

- 2.57** LCC is responsible for a network of 5,544km of public rights of way in Lancashire, including bridleways. There are 128km of public rights of way in Fylde including 18km of bridleways. There is scope to expand footpath and bridleway provision in Fylde, especially along the coast. Fylde Council is working with LCC on the creation of a coastal path from Starr Gate to Freckleton, further details of which are outlined in the Coastal Strategy. This would be part of the national footpath around the English coast. The bridleway network around Lytham Moss provides an opportunity to develop multi-user paths with the potential to link Lytham Hall Park and Park View Playing Fields at Lytham, or to link up with paths in the north towards Blackpool.

3.0 Utilities

Electricity

Electricity Transmission

- 3.1** 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 co-ordinated transmission system.
- 3.2** Currently, National Grid's high voltage electricity transmission lines within Fylde consist of the 400kV line that runs from Stanah substation in Wyre district, running south west through Fylde to the west of Kirkham, through to the Penwortham substation in South Ribble.
- 3.3** National Grid has stated that extra growth within Fylde is unlikely to have a significant effect upon National Grid's electricity transmission infrastructure, given the scale of the electricity transmission network.
- 3.4** A substantial amount of new electricity generation is planned to connect to the system in the North West region over the next few years. The key projects are:

Moorside Power Station – A new 3.2 Gigawatt (GW), nuclear power station proposed near Sellafield. National Grid is required to connect this power station to the transmission system by 2022, and to export power from the station by 2023.

Windfarm projects – A number of offshore windfarm projects are contracted for the North West to connect to Heysham Power Station. National Grid is required to export power from these wind farms, which will total 2.1GW capacity.

- 3.5** In order to meet these and other new connection requirements and to maintain sufficient levels of electricity generation to the region, major transmission infrastructure developments are required. The purpose of the North West Coast Connections project is to find the best way to reinforce the national electricity transmission system to provide the required new connections.
- 3.6** National Grid has selected the route corridor that is being taken forward to the next stage of the project for further development. The decision was made in June 2015 after carefully reviewing all the responses submitted to the consultation that was held in autumn 2014, together with all the feedback provided by key national and regional groups and organisations.
- 3.7** The route corridor selected to provide a complete connection for Moorside is made up of two parts including:
- o a route going onshore north from Moorside to a point on the existing grid network at Harker, near Carlisle; and
 - o a route going onshore south from Moorside across the Furness peninsula

then under Morecambe Bay, emerging at the new Middleton substation near Heysham in Lancashire

- 3.8** The route going onshore south with tunnel under Morecambe Bay would result in no significant infrastructure implications for Fylde.
- 3.9** National Grid is working in partnership with various stakeholders as the project develops. These include Britain's Energy Coast, NuGen, Electricity North West, councils, SLR and Hetherington Nuclear Consulting. The project is expected to be delivered early in the next decade and is anticipated to cost in the region of £500 million. The project aligns with Britain's Energy Coast, which is a £2 billion package of regeneration projects that aims to establish West Cumbria as a major national hub for low carbon and renewable energy generation.

Electricity Distribution

- 3.10** Whilst National Grid operates the electricity transmission network, it does not distribute electricity to individual premises. In the Fylde area, this is the role of Electricity North West, who is the electricity distribution company for the region. Electricity North West takes supply from the National Grid and delivers it to 2.3 million customers.
- 3.11** Electricity North West requires detailed information in relation to types of heating systems and use of renewable energy for new development before it can provide a response in relation to the capacity of the network, as such considerations can have a significant impact on the capacity of the network. It is not possible to provide this level of detail in the Local Plan. However, the council will work with Electricity North West with the aim of establishing an indication of what infrastructure reinforcements will be required to support the level of growth proposed in the Local Plan.
- 3.12** Electricity North West (ENW) has confirmed, based on certain assumptions, that the electricity infrastructure in the vicinity of the proposed allocations in the Local Plan has sufficient capacity without the need to upgrade or reinforce the local electricity network. The electricity network will need refining, but detailed information will be required in order to determine what refinements will be required: i.e. the number and type/size of homes (large/small detached, terraced etc); heating requirements of the homes (gas/electric/other); domestic generation capability (Solar PV cells); and employment land usage (offices, leisure, industrial).

Next Steps

- 3.13** The council will continue to be kept informed of the progress of the North West Coast Connections by attending the regular workshops held by the National Grid Project team. Consultation responses will be sent out from Fylde Council as the final route is developed, monitoring whether the project will affect the deliverability of the proposed strategic and non-strategic sites in the Local Plan; and ensuring that potential detrimental harm to Green Infrastructure and the landscape is minimised and that appropriate mitigation is implemented if the Offshore South route becomes the approved route.

- 3.14** As outlined above, the council will seek to engage further with ENW to establish what infrastructure is required to support the proposed level of growth identified in the Local Plan.

Gas

Gas Transmission

- 3.15** National Grid owns and operates 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.
- 3.16** National Grid has stated that extra growth within Fylde is unlikely to have a significant effect upon National Grid's gas transmission infrastructure, given the scale of the gas transmission network.

Gas Distribution

- 3.17** National Grid Gas Distribution owns and operates the local gas distribution network in the Fylde borough. Within the gas distribution system there are sections that operate at different pressures. Generally, the closer the gas gets to a customer, the smaller the pipe diameter and the lower the pressure.
- 3.18** The Distribution System consists of three pressure tiers:
1. Intermediate pressure, operating between 7 bar¹ and 2 bar
 2. Medium pressure, operating between 2 bar and 75 megabar (mbar); and
 3. Low pressure, operating below 75 mbar
- 3.19** Reinforcements and developments of the local distribution network are generally as a result of overall demand in a region, rather than site specific developments. Nevertheless, National Grid Gas Distribution has undertaken a basic analysis for the council which indicates for each individual strategic site whether reinforcements would be required to the low pressure gas distribution network. It also indicates whether a medium or intermediate pressure connection may be available.
- 3.20** National Grid's distribution system is dynamic and changes throughout the year. Therefore, the information provided does not guarantee that the capacity will be available when requests for gas connections are received, but it does give an indication of the availability of gas on the network based upon their Year 5 planning horizon as the network currently stands. The analysis also assesses sites individually rather than cumulatively.
- 3.21** National Grid Gas Distribution analysis indicates that reinforcement may be required before the estimated load generated by the development of each of the following strategic sites can be taken. The brackets indicate whether a medium pressure (MP) or intermediate pressure (IP) connection could be possible (sites without brackets would be low pressure connections).

¹ 'Bar' is a unit of pressure.

- **HSS1** Queensway, St Annes (MP)
- **HSS2** Heyhouses Lane, St Annes (MP)
- **HSS4** Coastal Dunes, Clifton Drive North, Blackpool Airport Corridor (MP)
- **HSS7** Highgate Park, Lytham Road, Warton (MP)
- **HSS8** The Pastures, Fleetwood Road, Wesham
- **HSS9** Land North of Blackpool Road, Kirkham (MP)
- **MUS2** Whyndyke Farm, Preston New Road, Whitehills (MP)

3.22 The following sites could be taken without any reinforcement, depending on the connection location:

- **ES5** Blackpool Airport, Squires Gate Lane, Blackpool Airport Corridor (IP)
- **MUS1** Cropper Road East, Whitehills (MP and IP)

3.23 For site **MUS3** (Mill Farm Sports Village, Fleetwood Road, Wesham), the nearest gas main is more than 250 metres from the site boundary. Reinforcement would therefore be required to the gas distribution network so as to deliver this site.

Next steps

3.24 National Grid Gas Distribution has stated that further investigation into the level of any reinforcement works that may be required would be undertaken when firm connection requests were received for the sites in question. This limits the potential for further information to be obtained from National Grid Gas Distribution. Nevertheless, the council will continue to consult National Grid Gas Distribution, along with National Grid, throughout the preparation of the Local Plan and this draft IDP.

Telecommunications

3.25 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 employment growth over the Local Plan period.

3.26 The Mobile Operators Association represents the four UK mobile network operators – 3; Telefonica (O2); Everything, Everywhere (formerly Orange and T-Mobile); and Vodafone – on town planning issues. The Mobile Operators Association has commissioned Mono Consultants Ltd to monitor all emerging development plan policies and supplementary planning guidance relating to telecommunications development on its behalf, and these have provided the information set out below.

3.27 It is therefore important that the necessary infrastructure can be delivered in line with growth across the borough over the Local Plan period. It is not possible for any operator to give a clear indication of what their infrastructure requirements are likely to be in 5, 10, 15 or 20 years' time. The technology is continually evolving and ways of improving quality of coverage and/or network capacity may change in the future.

3.28 Mobile telecommunications are vital for the delivery of sustainable development and are crucial to the success of the Government's plans for digital connectivity and

wider economic growth. Good mobile connectivity is vital for both residents and businesses. Though coverage across the UK is good, lower population density and challenging topography limits coverage in some rural areas.

- 3.29** Telecommunications cannot operate without a network of base stations and supporting infrastructure. Connecting a base station to the rest of the network is usually much more expensive in rural areas. For example, in urban areas, connecting a base station to the main network may mean digging a trench a few feet. However in a rural area, it may be hundreds of yards or even miles. Providing base stations with an electricity supply in urban areas is rarely a problem, but in some rural areas connecting to the electricity supply can be difficult and sometimes prohibitive, as costs can be significantly higher. These economic factors are more significant because of the low population density and the consequent lack of revenue available to cover capital expenditure and ongoing operating costs.
- 3.30** The mobile network is a crucial piece of national infrastructure, but it is delivered locally. For this reason, the council has a vital role to play in delivering better connectivity.
- 3.31** In October 2011, the Government announced £150 million in capital expenditure to improve mobile coverage and quality in areas where there is an insufficient commercial case. This is known as the Mobile Infrastructure Project. Through Broadband Delivery UK, the Government is currently developing the delivery model and procurement options for the project. Operators are committed to working to extend the benefits of mobile communications as widely as possible, and are keen to work with local communities' representatives to do so. Mobile operators are working with Ofcom and Broadband Delivery UK, with other public bodies and stakeholders in local areas to bring together relevant expertise to find creative solutions to resolve lack of coverage in areas where commercial solutions are unviable.

Superfast Broadband

- 3.32** Lancashire Superfast Broadband is a joint project between LCC, the two unitary authorities of Blackpool and Blackburn with Darwen Councils and the twelve district authorities of Lancashire.
- 3.33** BT has been appointed as LCC's delivery partner, and together they form the LCC and BT Broadband Partnership. The authorities have entered into a partnership with BT Broadband, with the following aims:
- To deploy superfast broadband to areas in Lancashire that are currently uneconomical for private sector investment alone ('white area').
 - To promote superfast broadband across the whole of Lancashire.
 - To enhance the provision of superfast broadband across those areas outside of white areas to ensure that Lancashire achieves its overall vision for the take up and use of superfast broadband.
- 3.34** The completion of the part of the project that covers Fylde is expected in 2015.

Next steps

- 3.35** The council will work with the mobile network operators to ensure that new and improved telecommunications infrastructure is delivered sustainably over the Local Plan period in line with technological advances.
- 3.36** Mobile 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 Local Plan.

Renewable and Low Carbon Energy

- 3.37** Lancashire is committed to becoming a low carbon economy and to reach the national goal of generating 15% of the UK's energy needs from renewables by 2020. The drive towards increasing the deployment of renewable energy is as important for the achievement of economic and social imperatives, such as fuel security, job creation and addressing fuel poverty, as it is for environmental reasons.
- 3.38** The Lancashire Sustainable Energy Study was produced for all Lancashire authorities in April 2011 and updated in 2012. The study concluded that Fylde has the deployable resource potential of 61 Megawatts (MW) by 2032, the equivalent of 5% of Lancashire's deployable potential. Commercial scale wind provides the highest deployable potential in Fylde. Further information can be found in the Renewable and Low Carbon Energy Generation section in chapter 13 of the Revised Preferred Option version of the Local Plan and in the Lancashire Sustainable Energy Study (2012).

Next steps

- 3.39** The council will support the provision of renewable and low carbon energy development, where appropriate in the borough, over the Local Plan period to the year 2032.

Water Supply

- 3.40** United Utilities PLC (UU) 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.
- 3.41** There is production capacity at the water treatment works supplying the Fylde area. However, delivery of the proposed strategic and non-strategic development sites in Fylde will create a large demand for water, and this could potentially affect water pressure in the borough. However, as a result of the size of developments that are being brought forward in the borough, there may be a need to invest in the network over the plan period as a whole. This is not unusual given the strategic nature of the sites identified in the development plan. This will be done in liaison with developers. There are existing legislative

provisions for investing in network reinforcement by developers under the Water Industry Act, 1991.

Proposed Strategic Locations for Development

- 3.42** The information below is based upon advice from UU. It should be noted that the information is based upon high level assessments and is therefore indicative. The information provided by UU should therefore be considered as part of a wider consideration of issues. UU can only fully understand the impact once more detail is known such as connection points, flows and build rates for each of the sites available. This would be discussed with developers direct as part of the usual development process. It may be necessary to co-ordinate the delivery of development with the delivery of infrastructure once more detail is known.

Lytham and St Annes

- 3.43** To take account of development identified over the whole plan period, there is likely to be a need to invest in the water network.

Fylde-Blackpool Periphery

- 3.44** Over the plan period as a whole, it is likely that the water network will need to be reinforced to accommodate larger developments at the Fylde-Blackpool Periphery.

Warton

- 3.45** Over the plan period as a whole, whilst there are no major water supply issues in this part of the borough, some minor level reinforcement may be required as a result of developments at Warton.

Kirkham and Wesham

- 3.46** Over the plan period as a whole, it is likely that the water network will need to be reinforced to accommodate larger developments at Kirkham and Wesham.

Rural Settlements outside Strategic Locations for Development

- 3.47** United Utilities has advised that any development in the rural settlements would need to be considered on its own merits having regard to the individual circumstances of each application.

Water Supply – the next steps

- 3.48** The council will continue to engage with UU as the Local Plan develops, particularly to decide whether detailed modelling is required to understand more fully the infrastructure that is required to support the proposed level of growth identified in the Local Plan.

Wastewater and Drainage

Bathing Water Quality

- 3.49** The beaches on the Fylde Coast are popular with local people and tourists, and many enjoy bathing in the sea. The quality of the bathing waters in the country is regularly monitored by the Environment Agency, and as there are several bathing waters along the Fylde Coast, the quality of these waters is a significant factor in maintaining and improving the visitor economy.
- 3.50** The Bathing Water Directive sets the standards for water quality at popular beaches. If bathing water at the beach does not meet the minimum standards set by the Directive, the Environment Agency will investigate the source of pollution and recommend remedial measures.
- 3.51** Whilst bathing water quality on the Fylde Coast has improved significantly over the past 20 years, in 2010 and 2011 the quality has started to decline. None of the bathing waters meet the forthcoming revised Bathing Water Directive standards.
- 3.52** The revised Bathing Water Directive introduces higher standards, and has a requirement for public information about water quality to be available at all bathing waters. If bathing waters do not meet the stricter Directive standards, there is a requirement to erect signs advising of the quality of the bathing waters. This could have detrimental impacts upon local tourism and the economy.
- 3.53** There are many contributors towards the decline in bathing water quality. One of the more significant contributors is the amount of spillages from combined sewer overflows into the Ribble Estuary and the sea. United Utilities (UU) is the water and sewerage company that operates in Fylde. The majority of UU's sewerage systems are made up of combined sewers which, as well as transporting wastewater from homes and industry, also carry surface water run-off from gutters, drains and some highways. There are also a number of watercourses in the area which connect directly with the combined sewerage system. Heavy or prolonged rainfall can rapidly increase the flow in a combined sewer until the volume becomes too much for the sewer to carry and excess storm sewage is discharged to river and sea by way of the combined sewer overflows.
- 3.54** The capacity of the combined sewer system in Fylde is limited, and this is mainly due to the amount of surface water that enters the system. UU's aim is for future development not to discharge further surface water to the existing public sewer. Surface water that enters the system puts at risk an increase in foul flooding within the Fylde area and can also impact upon overflows which spill into the Ribble Estuary in the vicinity of the bathing water sites. The Government, through new legislation, is promoting a more sustainable consideration of managing surface water and is promoting the development of Surface Water Management Plans by the Upper Tier Councils, such connection to a public combined sewer being considered as a last resort.
- 3.55** Options for dealing with surface water and its removal from the existing network will need to be explored. UU recommend that any proposals for housing development will need to consider in detail the use of Sustainable

Drainage Systems (SuDS) and other water attenuation methods such as balancing ponds, as part of any future planning application.

- 3.56** There are particular surface water issues east of Lytham around Liggard Brook and Main Drain, and such issues need further investigation by UU. Site drainage throughout the borough is a major consideration when selecting possible development sites, development layout and design. The treatment and processing of surface water is not a sustainable solution. In accordance with the hierarchy below, UU expect that surface water be managed at source and not transferred. The transfer of surface water often leads to further problems in that location. The council should request that developers investigate all alternative options before discharging surface water, directly or indirectly, into a public sewerage network in accordance with policy CL1: Flood Alleviation, Water Quality and Water Efficiency.
- 3.57** The priority options for the management of surface water are:
- Continue and/or mimic the site's current natural discharge process;
 - Store for later use;
 - Discharge into infiltration systems located in porous sub soils;
 - Divert flows into green engineering solutions such as ponds; swales or other open water features for gradual release to a watercourse and/or porous sub soils;
 - Store flows in tanks or sealed systems for gradual release to a watercourse;
 - controlled discharge to a watercourse;
 - controlled discharge to a surface water sewer; and
 - Controlled discharge into the combined sewerage network, but only as a last resort after all other options have been discounted, including evidence of an assessment.

United Utilities' Assets

- 3.58** In terms of major infrastructure within the Fylde area, the Clifton Marsh wastewater treatment works (WwTW) treats all flows arriving from the Fylde area, with the exception of the rural settlements of Elswick and Weeton. The treatment works at Clifton Marsh takes flows from several large 'last in line' pumping stations from the Preston, Fylde and Penwortham area, as set out in Table 1. Clifton Marsh WwTW is currently adequately sized for the potential future development that could occur in Fylde Council and Preston City Council. This is based on the separation of further surface water from developments and the receipt of only foul flows.

Table 1: Strategic pumping stations	
Council' areas taking flows to Clifton WwTW	Strategic pumping stations
Preston	Watery Lane Pumping Station
	Lea Gate Pumping Station
Fylde	Freckleton Pumping Station
	Lytham Pumping Station
	Fairhaven Pumping Station
South Ribble	Penwortham Pumping Station

- 3.59** Due to the limited size of the network historically, the catchment is served by numerous storm overflows, particularly in respect of the pumping stations. The three strategic pumping stations in Fylde have storm overflows which have the capability of discharging storm sewage during heavy rainfall. These pumping stations were designed to achieve a target of no more than three spills into the Ribble Estuary per Bathing Season (May to September). However, Fairhaven and Lytham pumping stations are known to spill in excess of this spill target. This has been due to the amount of development in the catchment along with more frequent and intense rainfall during the summer months, both of which are contributing to increased sewer flows. Any further development which seeks to connect additional large surface water flows would increase the risk of additional spills into the Ribble Estuary.
- 3.60** Spills from UU's assets in the Preston and southern Blackpool are also believed to have an impact upon the two St Annes bathing water sites and the southern Blackpool bathing water sites. In order to minimise the impact of spillages from UUs' assets on bathing water quality, there is a need to ensure that such assets remain reliable and are operating in line with their design requirements. There is also a need to ensure that development is managed in line with pinch points in the sewer network that serves the area.
- 3.61** Some of the pumping stations in Fylde have been subject to improvement works as part of the 'Preston 32 Unsatisfactory Intermittent Discharges project.' The enhancement of these assets is designed to restrict storm spill flows and ensure screening of storm discharges. The enhancements have been based on additional foul water from development only, with potential adequate capacity of surface water drainage using existing dykes and watercourses.
- 3.62** In respect of development across the Fylde Coast, the aim of UU is to minimise further risk of storm spills. As a consequence, UU outlines the importance of the preference for no surface water to be discharged to the public sewerage system and this is reflected in policy. In relation to previously developed land, UU recommends the separation of surface water to reduce the amount of run-off from existing sites.

On housing sites, a significant betterment can often be achieved by the inclusion of a larger amount of permeable area in the form of gardens and open space.

United Utilities' Assets and Future Development

- 3.63** Every five years, water and sewerage companies assemble and submit a business case for capital investment to the regulator Ofwat, for approval. The outcome informs the principal capital investment over those five years. The current five year capital investment programme, known as the Asset Management Plan, runs from 1 April 2015 to 31 March 2020.
- 3.64** To inform the business case for the next Asset Management Plan, UU is assembling information to submit to Ofwat by identifying future supply and demand needs across the North West in relation to water supply and wastewater.
- 3.65** Future planned development is an important element of UU's business case, however, assessing how a development can be most appropriately managed is dependent on detailed information.
- 3.66** UU has stated that it is likely that further strengthening and reinforcement of pumping stations and rising mains is likely to be required to provide for the levels of growth set out in the Local Plan over the plan period to 2032 as a whole. This is so that UU's assets are made more robust in dealing with flows to minimise bathing water impact. UU's current five-year programme runs from 2015-2020.

Proposed Strategic and Non-Strategic Development Sites

- 3.67** It should be noted that the information is based upon advice from UU and it is predicated upon high level assessments, and is therefore indicative, and it should be considered as part of a wider consideration of issues.
- 3.68** For all sites, UU 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. It will be necessary to attenuate any discharge of surface water through the incorporation of SuDS; which would be greenfield run-off rate on greenfield sites and surface water betterment is expected on previously developed land. The preference will be for no surface water to discharge to the public sewer if more sustainable alternatives are available. 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, in accordance with policy INF1: Service Accessibility and Infrastructure.

Lytham and St Annes

- 3.69** Lytham and St Annes are currently vulnerable locations in Fylde in terms of increased spills and potential impacts upon the bathing waters of the borough. United Utilities notes the importance of proposals presenting the most sustainable

form of managing surface water from the site in accordance with policy. 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, in accordance with policy INF1.

Fylde-Blackpool Periphery

- 3.70** The main problem in the area around junction 4 of the M55 is the amount of surface water that already enters the combined sewers. Surface water run-off rates and volumes should be reduced to the situation that existed before development has taken place. Surface water on greenfield sites should preferably be managed in accordance with the natural drainage of the site, such as into a brook or dyke. In south Fylde there are few watercourses and the flat topography of the landscape makes it difficult for water in the watercourses to flow. This can result in flooding after heavy rainfall. This is a particular issue to the east of Lytham where Liggard Brook and Main Drain discharge into the Ribble Estuary.
- 3.71** Given these problems, surface water generated by development in the vicinity of junction 4 of the M55 must be managed so that it does not exacerbate flooding to the east of Lytham. Further surface water should be managed in the most sustainable method possible, so as to minimise impact on the sewer network, which would contribute towards increased spillages at combined sewer overflows at Blackpool. 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, in accordance with policy INF1.

Warton

- 3.72** Based on current information held by UU, there may be a need for the wastewater infrastructure in the Warton area to be upgraded so that flows generated from the development of the strategic sites in this area can be carried to Clifton Marsh WwTW. In addition, parts of the strategic sites north of Lytham Road at Warton are not currently sewered which means that new infrastructure will be required. The strategic sites at Warton have the benefit of being in relatively close proximity to Freckleton pumping station, in addition to Clifton Marsh WwTW. United Utilities has advised that the delivery of the strategic sites at Warton may require a new pumping station to the north of the settlement to transfer flows to Freckleton Pumping Station and Clifton Marsh WwTW. It will be important to ensure that surface water is managed in the most sustainable way. 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, in accordance with policy INF1.

Kirkham and Wesham

- 3.73** Sites at the east of Kirkham may require less infrastructure improvements, however, this can only be confirmed once greater detail and modelling work has been undertaken by United Utilities to understand the actual pinch points on the foul sewer network.

- 3.74** The impact of sites to the north and west of Kirkham and Wesham is likely to be more difficult to most appropriately manage as new infrastructure would be required to carry wastewater through the urban area to Freckleton Pumping Station. Sites in these areas may therefore involve more significant infrastructure works. This does not mean that the sites are undeliverable, but that UU need to explore various options on how to accommodate the development of these strategic sites. In order to deliver the strategic sites at Kirkham and Wesham, a new pumping station may be required. However, this can only be confirmed following a detailed modelling exercise. Surface water should be managed in the most sustainable method possible to minimise impact on the sewer network. 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, in accordance with policy INF1.

Rural Settlements outside Strategic Locations for Development

- 3.75** There are smaller treatment facilities and sewer networks serving some of the more inland rural settlements, and a greater risk of more of UU's assets reaching over capacity if there is increased development in these locations. It may be necessary to co-ordinate the delivery of development with the implementation of infrastructure. Any development in the rural area that could not connect to the main foul sewer network would require the use of non-mains drainage, e.g. septic tank or package treatment plant. The Environment Agency discourages the proliferation of this type of treatment as it could lead to pollution that would effectively cancel out improvements to bathing water being made through implementation of the Asset Management Plans. This pollution is often as a result of poorly maintained systems.

Wastewater and drainage – the next steps

- 3.76** The council will continue to work with UU to ensure that the combined sewer network can accommodate the proposed level of growth and distribution of development set out in the Local Plan. The Local Plan will seek to deliver the relevant actions of the Fylde Peninsula 'Improving our Bathing Waters' Action Plan.
- 3.77** The council will continue to provide input into the Fylde Peninsula Water Management Group and the Making Space for Water Group as the Local Plan progresses, and will utilise these groups to ensure that the Local Plan deals with surface water flooding issues effectively.

4.0 Waste Management

- 4.1** Lancashire County Council (LCC) has produced a Minimising and Managing Waste in New Development Supplementary Planning Document (SPD), which acts as a guide for Local Authorities to use. The main aims of the SPD are to provide helpful information so that:
- 4.2** Developers can:
- make savings in construction costs and reduce the costs of waste disposal through making better use of building materials and recycled construction and demolition waste and specifying recycled or secondary aggregates;
 - offer clients a value added service; and
 - help to improve the image of the construction industry.
- 4.3** Suppliers of construction materials and recycled building materials can:
- benefit from increased demand for recycled and secondary aggregates;²
 - improve the opportunity for recycled and secondary aggregates to be specified in high value applications;
 - source more demolition material made available for processing; and
 - secure better segregation of construction and demolition waste on-site by contractors leading to more efficient processing.
- 4.4** Councils and the public can:
- achieve key sustainability objectives and improve best value performance;
 - benefit, environmentally and financially, from a reduction in waste going to landfill;
 - benefit too from reduced pressures on the landscape for aggregate extraction and waste disposal sites;
 - enjoy a stronger local recycling industry;
 - demonstrate proactive planning; and
 - enjoy a cleaner local environment where construction does take place.
- 4.5** Thornton Waste Recovery Park, in Wyre, treats 225,000 tonnes of household waste each year from the three Fylde Coast Authorities administrative areas and other parts of Lancashire. The Waste Recovery Park processes all waste indoors, making it the UK's first fully enclosed waste treatment facility. Liaison with LCC indicates that the proposed level of growth identified in the Revised Preferred Option version of the Local Plan does not raise any significant waste capacity issues, and the facilities at the Thornton Waste Recovery Park have sufficient capacity to deal with this scale of development.

5.0 Flood Risk and Coastal Defence

Flood Risk Management

- 5.1** The Strategic Flood Risk Assessment for Fylde (SFRA), updated in November 2011 to take account of amendments to the Environment Agency Flood Maps, is essential to infrastructure planning.
- 5.2** In large parts of Fylde, general pluvial flood risk is low, however **site MUS2** - Whyndyke Farm, Preston New Road, Whitehills has a medium level of pluvial flood risk and Lytham, Lytham Moss, Warton and Freckleton are at risk of tidal and pluvial flooding. A further constraint to development may be presented by the Lancaster Canal.

Coastal Defences

- 5.3** A key aspect of managing flood risk is the maintenance of flood defences. The council is responsible for undertaking coastal defence inspections and maintenance works on flood defences from Blackpool Airport Corridor, to the former Land Registry building at the southern end of Lytham Green. The Environment Agency is responsible for maintaining most of the flood defences from the former Lytham Land Registry building eastwards to Naze Point, near Freckleton.

Condition of the Coastal Defences

- 5.4** The borough's sand dunes act as a natural form of defence, and are generally in good condition. However, there is evidence of roll-back at the sand dunes between Squires Gate and St Annes Pier, and the presence of the coastal road and residential and commercial properties is hindering this natural process. There are also a number of unmanaged access points through the sand dunes which has resulted in erosion of parts of the dune system. One of the aims of the Fylde Sand Dunes Management Plan, 2008 is to improve the efficiency of the dunes and saltmarsh as soft sea-defence, with associated cost savings in maintenance of hard sea-defences.
- 5.5** The hard defences between Fairhaven Lake and Granny's Bay are in a poor condition, and there has been repair and maintenance to the defences which has generally comprised pouring concrete over the defences in order to fill the voids. This approach is not sustainable in the long term, and the defences in this location have a residual life of less than five years. There is therefore a requirement for intervention in the short term. The sheetpile foundations of the hard defences at Granny's Bay are exposed and the hard defences at Lytham Promenade are in a poor condition. If no action is taken, the hard flood defences at The Island Sea Front Area, Fairhaven Lake and Church Scar (between Ansdell Road South and Lytham Green) will fail, resulting in flooding to residential and commercial properties, tourism assets, infrastructure and services.

- 5.6** In addition, the ceasing of dune management activities would increase the risk of a breach of the sand dunes leading to potential flooding of properties and infrastructure.
- 5.7** There is the risk of a breach between Lytham Windmill and Naze Point, particularly through the defences at Warton, putting properties and agricultural land north of Lytham and to the north west towards Blackpool, at risk of flooding. With sea level rise, the pressure on the defences along this frontage will be increased, thereby increasing the probability of a breach. There are significant assets within this area that could be affected by a breach of the defences, including a number of residential and commercial properties, the A584 coastal road, Lytham Green Drive and Fairhaven golf courses and significant areas of agricultural land. The defences will fail if no action is taken.
- 5.8** More information on the coastal defence requirements of the borough is contained in the Coastal Strategy, 2015; the Fylde Shoreline Strategy, 2013 and the Shoreline Management Plan 2.

Works Required

- 5.9** The preferred strategy between St Annes Pier and Fairhaven Lake is to replace the existing hard defences. This would include a wide promenade and set back flood wall. Such an approach would have the additional benefit of encouraging more visitors to the frontage, bringing economic benefits to the area and regeneration benefits to the frontage.
- 5.10** The preferred strategy includes a complete replacement of the defences at Granny's Bay and along Lytham Promenade. This strategy provides a smooth transition from the promontory at Fairhaven Lake to the linear frontage at Lytham Promenade, and these good links will increase tourism potential in this area.
- 5.11** The preferred strategy also involves the construction of an earth embankment from Lytham Windmill to Lytham Dock, including raising the existing embankment levels to take account of sea level rise.
- 5.12** The preferred strategy includes the strengthening and/or raising of the flood banks at Warton.

Provision of new Coastal Defences

- 5.13** The cost of providing the necessary infrastructure to improve coastal defences could exceed £100 million. In addition to these costs, there are a number of other associated costs, including the design and supervision of the works and the maintenance of the structures. The council will be using the Medium Term Plan process to bid for DEFRA funding for the replacement of the flood defences at Fairhaven Lake. The council is using the Medium Term Plan process to bid for funds to deliver Church Scar Coast Protection Scheme as well as the Fairhaven Scheme. Pleasure Island will follow later in the Strategy period. The current DEFRA funding for the Sand Dunes project ends on 31 March 2017. There is a geomorphological study in progress to define the management interventions required between Starr

Gate and Bentinck Road on North Promenade, St Annes. This is due to report in the next few months and will help clarify the remedial works required (and therefore costs) in the heavily eroded sand dunes opposite the Coastal Dunes (ex-Pontins site) development. If successful, it is anticipated work will start on the replacement of the defences in 2017.

- 5.14** The Fylde Shoreline Strategy, 2013 is being used by the council as evidence to obtain funding for coastal defence improvements. Work commenced in 2014 on the replacement of the defences at Fairhaven Lake and Church Scar, which are taking place in conjunction with the Fairhaven Lake Masterplan, produced in 2012.
- 5.15** CIL contributions will be considered for sand dune management and for the replacement of coastal defences. Funding has already been secured from DEFRA for improvements to the dune systems between Starr Gate and Lytham Green.

DRAFT

Social (Community) Infrastructure

DRAFT

6.0 Education

Provision of Educational Facilities

6.1 In Fylde there are:

- 1 maintained nursery school
- 29 private day nurseries
- 10 pre-school playgroups
- 44 childminders
- 24 primary schools, which provide education from ages 4 to 11 (1 of which also has nursery provision)
- 3 secondary schools, which provide education from ages 11 to 16 (2 of which also host a sixth form)
- 1 further education college
- 1 special school

Early Years

6.2 The Childcare Act, 2006 placed statutory responsibilities on councils to secure better outcomes for children and their families. The key requirements that underpin Childcare Sufficiency and Access are as follows:

- Councils take the strategic lead in their local childcare market, planning, supporting and commissioning childcare. This includes the requirement for councils to assess the local childcare market and to secure sufficient childcare for working parents.
- Provide information, advice and assistance to parents and prospective parents on the provision of childcare in their area and other services which may be of benefit to parents, prospective parents or children and young persons in their area.
- Secure a free minimum amount of early education for eligible 2 year olds and for all 3 and 4 year olds whose parents want it.

6.3 The requirements have led to a programme of Children's Centres being pursued across Fylde which has now been completed. LCC provides a Family Information Service which advises parents on what early years care is available.

Child Care

6.4 Councils are required to work in partnership with the private, voluntary and independent sector to shape children's services. LCC publish annually a Childcare Sufficiency Report which analyses the supply of childcare in the county. The 2013-14 report suggests a good spread of childcare places across age groups, provider type and across Lancashire districts, particularly for the under 5's and primary age groups. Indicative vacancy data suggests that there are childcare places available across each age group within each district.

Sure Start Children's Centres

- 6.5** LCC has overseen the development of 79 children's centres across the county between April 2004 and March 2011 and there are five centres in Fylde. The children's centres provide a range of high quality services to children aged under 5 and their families. The multi-agency services are based around a 'core offer' of child and family health, early education and childcare, family support and employment and training. Services provided vary between centres in order to meet local need.

Primary and Secondary Schools

- 6.6** Education services in Fylde are managed by LCC, which has a statutory responsibility for the provision of sufficient school places. Pressure for additional school places can be created by an increase in birth rate, new housing developments, greater inward migration and parental choice. LCC needs to respond to changes in demand over time by increasing or removing capacity. This can be achieved by:
- building new schools
 - extending existing schools
 - reducing places at existing schools
 - amalgamating or closing schools

Calculating developer contributions towards school places

- 6.7** Where the growth in pupil numbers is directly linked to housing development and existing school places are not sufficient to accommodate the potential additional pupils, LCC will seek to secure developer contributions towards additional school places by way of a CIL Regulations contribution or by a Section 106 of the Town and Country Planning Act, 1990. Only by securing such contributions (which, depending upon the scale of development, may also include a contribution of land for a school site), can LCC mitigate against the impact upon the educational infrastructure, ensuring that the development is viable.
- 6.8** As part of the Community Infrastructure Levy, the council will develop a preliminary draft Charging Schedule with consultants and prepare a Regulation 123 List of all of the infrastructure types and projects such as education - that it is intended will be, or may be wholly or partly funded by CIL. The opportunity will be taken to secure funding through CIL payments towards new schools and to extend existing educational buildings. Until the charging schedule has been drawn up, consulted on and adopted, Section 106 agreements will continue to provide the mechanism for collecting developer contributions towards essential infrastructure.
- 6.9** LCC has produced an Education Contribution Methodology in relation to contributions towards education places. Planning obligations are sought for education places where primary schools within two miles and/or secondary schools within three miles of the development are over-subscribed, or projected to become over-subscribed, within five years.
- 6.10** Where CIL or Section 106 contributions are sought, LCC seeks contributions from the developer towards the associated capital costs of providing additional school places.

The contribution sought may also include a school site for large scale developments. Whilst LCC seeks to provide places in existing schools wherever possible, sometimes this is not feasible and a new school may be required to address the shortfall of places. Under current legislation any new school will be a free school.

- 6.11** If a shortfall of pupil places has been identified at schools within the catchment of development, a contribution will be calculated. For primary schools, the contribution is based upon a bedroom yield per home. Please see table below. LCC seeks £12,257 per primary school place (Education Contribution Assessment – March 2014), adjusted by a 0.9 location factor for Lancashire plus BCIS general building cost index).
- 6.12** For secondary schools, the contribution is based upon a bedroom yield per home. Please see table below. LCC seek £18,469 per secondary school place, adjusted by a 0.9 location factor for Lancashire plus BCIS general building cost index. Current bedroom yield information, based on 2012 research, is shown below Please note that the Education Contribution Methodology is being updated. It is likely that the updated methodology will apply BCIS All In Tender Indexation instead of General Building Indexation.

Table 2: School Place Bedroom Yield		
No. of bedrooms	Yield per development: Primary	Yield per development: Secondary
1	0.01	0.00
2	0.07	0.03
3	0.16	0.09
4	0.38	0.15
5	0.44	0.23

- 6.13** If the scale of development is such that it would generate the need for a new school, LCC reserves the right to apply the Department for Education cost multiplier for New Build, which is £13,043 for primary and £19,588 for secondary.
- 6.14** If the development is large enough to justify the possibility of a new school, the developer may be asked to contribute a suitable school site as part of the development. The size of this site would be determined in accordance with Department for Education guidance.
- 6.15** Where a number of small developments are expected to come forward in an area with an aggregated requirement for a new school, LCC would expect the district planning authority to assist in the negotiations to secure a school site.
- 6.16** LCC only seek contributions for developments of eleven or more homes, which means that the cumulative impact of smaller sites is not taken into consideration.

Requirement for school places in Fylde

- 6.17** LCC has taken steps to provide additional places at three primary schools in Lytham St. Annes in the last few years to address an increase in the demand for primary

school places created by an increased birth rate and new housing development. The provision of additional primary school places are prioritised in Lancashire's Strategy for the Provision of School Places and Schools Capital Investment. In relation to primary schools, LCC's preference is to expand existing schools, where they are physically capable of being extended. There will also be demand for an additional secondary school in the borough within the lifetime of the Plan and a site for a new secondary school will need to be identified.

- 6.18** Table 3 below shows the number of surplus primary school places in parts of the borough. This information is derived from the Strategy for the 'Provision of School Places and Schools' Capital Investment 2014/15 to 2016/17 (Oct 2013)' document, produced by LCC.² This document divides the borough into distinct areas for education planning purposes. Three of these areas are relevant to the strategic locations for development in the Revised Preferred Option version of the Local Plan, and these are listed in the left-hand column of the table.

Table 3: Surplus Primary School Places, January 2013			
LCC Education Area	Total pupils on roll	Net capacity	Surplus places
Lytham and St Annes	2,458	2,825	367
Kirkham ³	955	1,209	254
Warton and Freckleton ⁴	708	868	160

- 6.19** Table 4 shows the number of surplus secondary school places at the three secondary schools in the borough. This information comes from the same source used to inform Table 2 (Education Contribution Calculation) above.

Table 4: Surplus Secondary School Places, January 2013			
School name	Total pupils on roll	Net capacity	Surplus places
Lytham St Annes Technology and Performing Arts College	1,619	1,650	31
Kirkham Carr Hill 11-18 High School	1,195	1,383	188
St Bede's Catholic High School	770	825	55

² The document can be viewed at <http://www.lancashire.gov.uk/corporate/web/?siteid=6447&pageid=38364>

³ Includes schools at Newton and Treales

⁴ Includes school at Wrea Green

Lytham and St Annes

- 6.20** Whilst Table 3 shows that there is an overall surplus of primary school places in Lytham and St Annes, several schools are at capacity as of 2014/15, namely:
- 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
- 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.
- 6.22** The Section 106 Agreement in place for **site HSS1**, Queensway, St Annes will provide for a new primary school, but this will predominantly serve the Queensway development. Therefore, there will be further primary school provision required if housing demand and births continue to increase at the same rate.
- 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 an appropriate site for a new secondary school is provided within the plan period.

Fylde-Blackpool Periphery

- 6.24** There are cross-boundary issues in terms of school places generated from development at this strategic location. There are currently no LCC primary schools within Fylde that would serve this catchment. 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. 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 Section 106 Agreement in place for **site MUS2**, Whyndyke Farm, Whitehills will provide for a new primary school, serving the Fylde-Blackpool Periphery.

Warton⁵

- 6.25** There is currently a surplus of primary school places in the Warton catchment, as Table 3 shows. There is also projected to be sufficient school places available in the Warton catchment in the next five years, despite LCC's projected increase in population.

⁵ Including schools at Freckleton and Wrea Green

- 6.26** Despite the surplus of places from January 2013, 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 that are becoming close to capacity, namely Ribby with Wrea Endowed Church of England Primary School and Holy Family Catholic Primary School.
- 6.27** LCC's Strategy for the Provision of School Places states that '*In providing additional places, LCC will seek to provide these at existing schools with high standards which receive high levels of first preference applications, wherever possible*'. Therefore, when providing the places to meet the needs of the development, the first preference would be to extend one of the existing schools. This will be subject to feasibility of existing sites to accommodate expansion, planning permission and statutory consultation, where required.

Kirkham and Wesham

- 6.28** There is currently a surplus of primary school places in the Kirkham and Wesham catchment, as Table 3 shows. There is also projected to be sufficient school places available in Kirkham and Wesham over the next five years, despite LCC's projected increase in population.
- 6.29** 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.

Higher and Further Education

- 6.30** 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.

Next Steps

- 6.31** The council will work with LCC to determine in more detail whether existing school provision would meet the education impact from the developments proposed in the Revised Preferred Option version. 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.

7.0 Health and Social Care

Health and Social Care

General Practitioners Provision

- 7.1** The vast majority of General Practitioners provision in Britain has been through the NHS. Up until the 31 March 2013, NHS North Lancashire was the Primary Care Trust responsible for commissioning health services for residents of Lancaster, Fylde and Wyre Districts. Since 1 April 2013, Lancashire County Council (LCC) has been responsible for public health, Clinical Commissioning Groups have been primarily responsible for hospital and community services and NHS England are responsible for primary health care.
- 7.2** There are 39 GPs in Fylde (June 2011), which equates to approximately one GP for every 1,950 people in Fylde. This is in line with the desired national provision of around 1,500 to 2,000 people for each GP. It should be noted that there are additional GPs close to the borough boundary. For example, Great Eccleston Health Centre (within Wyre) has six GPs, and this centre is used by residents of Elswick and Little Eccleston. There is also GP provision close to the borough boundary in Blackpool.
- 7.3** GPs in Fylde are mainly located in the urban settlements of Lytham, St Annes and Kirkham. However, a Primary Care Centre is available at both Freckleton and Ansdell which has GP provision. Great Eccleston, just outside the borough boundary, also has a health centre with GP provision.
- 7.4** There will be a need to provide primary care services to expanded populations whenever significant housing developments are planned. The impact of the strategic development sites on GP capacity is outlined below. Note that these conclusions have been drawn as a result of discussions with the NHS.

Strategic Locations for Development

- 7.5** NHS Fylde and Wyre CCG do not object to the proposed strategic development sites in principle. There may be a requirement for additional provision in the Kirkham and Wesham area within the Plan period to accommodate the proposed strategic sites in this location. However, it should be noted that the NHS plan future development on the basis of a 6% annual increase in population. Therefore, the proposed strategic sites at Kirkham and Wesham, or the other strategic locations in the borough, do not pose unexpected issues for the NHS in terms of GP provision. New provision has more recently been built by private developers which is then rented to the NHS.

Lytham and St Annes

- 7.6** There have been three new Primary Care Centres in Lytham and St Annes within the last ten years. These are:
- St Annes Health Centre
 - Ansdell Medical Centre
 - Lytham Primary Care Centre.

These Primary Care Centres are purpose built enabling new GPs to operate from the facilities in the future. However, evidence is now emerging that these sites are nearing capacity.

- 7.7** There is a surgery at St Annes Road East which currently occupies a terraced property. This surgery will require expansion during the plan period in order to deliver an effective service. Therefore, options will be considered to investigate the possibility of relocating into the St Annes Primary Care Centre.
- 7.8** There is no longer a GP surgery at Derbe Road, St Annes. The NHS are putting together a business case for new GP provision in St Annes, and are currently undertaking an appraisal process on the need for GP provision. It could be 2017 before provision is in place.

Fylde-Blackpool Periphery

- 7.9** In terms of GP provision, the strategic sites in this location are more closely related to Blackpool than Fylde. There are new Primary Care Centres at South Shore and Whitegate Drive in Blackpool. Therefore it is anticipated that residents of these sites would use these facilities, although some residents may be attracted to services in Kirkham or St Annes.

Warton

- 7.10** There is no GP provision in Warton. However, within the last ten years there have been new Primary Care Centres at Freckleton and Lytham. The majority of Warton residents currently use these Primary Care Centres.

Kirkham and Wesham

- 7.11** No Primary Care Centres have been provided in Kirkham and Wesham, therefore existing services are not future proofed. Evidence is now suggesting that GP services in Kirkham are stretched. If required in the future, existing surgeries could potentially be part of a business case for a new Primary Care Centre in order to provide for the proposed strategic sites at Kirkham and Wesham.

Hospital Provision

- 7.12** The Blackpool Teaching Hospitals NHS Foundation Trust serves a population of approximately 440,000 residents across Blackpool, Fylde, Wyre and North Lancashire. The Trust includes Blackpool Victoria Hospital and Clifton Hospital.
- 7.13** Blackpool Victoria is a large acute hospital that treats more than 80,000 day-case and inpatients and more than 200,000 outpatients from across Blackpool, Fylde and Wyre every year. Clifton Hospital is a community hospital providing non-acute, rehabilitation and respite care for older people with long-term conditions.
- 7.14** Lytham Hospital was recently redeveloped as a new primary care centre, delivered through the North Lancashire NHS. It includes facilities historically provided by a hospital and brings together a number of community health services.

- 7.15** Consultation with the Blackpool Teaching Hospitals NHS Foundation Trust has not highlighted any issues in terms of potential future development in the borough.

Mental Healthcare Provision

- 7.16** The Lancashire Care NHS Foundation Trust provides a range of general and specialist mental health services in Lancashire, principally delivered in Lancashire's main centres of population. In 2005, a £15 million capital programme was initiated in 2005, funded by NHS England to modernise community based mental health services. As a result, the decision was taken to reconfigure mental health provision across Lancashire. This led to a site at Whyndyke Farm being identified as the optimum site to develop a new unit to serve Blackpool and the wider Fylde Coast, particularly in view of the relatively high levels of mental health deprivation already evident across Blackpool and the Fylde Coast. The new unit has replaced the wards on the Fylde Coast that are no longer suitable for delivering modern mental health services. The cost of the unit was £40 million.

Care for the Elderly and Disabled

- 7.17** 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. LCC has been approached by housing associations interested in building homes adapted for the disabled as part of larger schemes. There are also issues around affordability and LCC is working with Registered Social Landlords to ensure that accommodation is affordable.
- 7.18** 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. For example, they could obtain a personal 'buddy', or a care worker or friends or family could help. In terms of implications for the Local Plan, increased self-reliance would reduce the potential for further infrastructure provision for new services and facilities. LCC supports this view as it has no significant expansion plans for day care and other services in terms of built infrastructure.

Pharmacists and Opticians

- 7.19** 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.

Clinics and District Nursing

- 7.20** Increasingly minor procedure and treatment clinics are being provided in community health centres and GP surgery buildings, as well as these premises providing a base for district nurses visiting people in their own homes to assist with recovery from major operations.

Dental Services

- 7.21** Most dentists are independent contractors, with responsibility for their own premises and staff. National Health Service (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.

Next steps

- 7.22** The council will engage with Lancashire County Council and the NHS Fylde and Wyre Clinical Commissioning Group to determine the infrastructure that is required to support the level of growth identified in the Revised Preferred Option version of the Local Plan.
- 7.23** It is anticipated that the private sector will provide dental practices, opticians and pharmacies in line with market demand over the Local Plan period. These sectors will be consulted as part of the consultation on this draft IDP which is being prepared and updated alongside the Revised Preferred Option version of the Local Plan.

8.0 Emergency Services

Emergency Services

Police

- 8.1** The Lancashire Police Authority 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 Lancashire Police Authority is funded by Government grants, inclusive of business rates, plus other income, such as service income and earned income on surplus cash and council tax. As with other public services, long term funding is difficult to predict.
- 8.2** The police authority will soon be making recommendations about which operational sites they will retain, although it is unlikely that the growth proposed in the Revised Preferred Option version of the Local Plan will affect the police authority's intentions in the short term. Potential future needs for the police authority are likely to be determined during consultation on the Revised Preferred Option version of the Local Plan.

Fire Service

- 8.3** The Lancashire Fire and Rescue Service provide fire and rescue services to the one-and-a-half million people living or working in Lancashire, on behalf of the Lancashire Combined Fire Authority (CFA). The Lancashire CFA is responsible for leading and supporting the Lancashire Fire and Rescue Service by ensuring the provision of a fire service for the geographical area of Lancashire.
- 8.4** The Fire and Rescue Service is funded through a combination of council tax, support grants and business rates. The Lancashire Combined Fire Authority Medium Term Financial Strategy sets out how the Authority will manage its finance over the next three years in order to deliver affordable, value for money services. It seeks to achieve this by:
- Maintaining future council tax increases at reasonable levels, reducing if possible
 - Continuing to deliver efficiencies in line with targets
 - Continuing to invest in improvements in service delivery
 - Continuing to invest in improving facilities
 - Setting a robust budget
 - Maintaining an adequate level of reserve
- 8.5** For developments proposed within or around urban areas, the service has the ability to change provision through adjustments to existing services, for instance by matching resources to risk.
- 8.6** The Lancashire Fire and Rescue Service has been consulted as the draft IDP has developed and no capacity issues have been indicated so far.

Ambulance

- 8.7** The North West Ambulance Service is the biggest ambulance service in the country providing accident and emergency services to those in need of emergency medical treatment and transport. They also provide patient transport services for those patients who require non-emergency transport to and from hospital and who are unable to travel unaided because of their medical condition or clinical need. They also work in partnership with other services and volunteers to provide urgent and emergency care across the whole of the North West.
- 8.8** The Service's key work programmes are as follows:
- Modernising the Emergency and Patient Transport Services
 - Developing further the role of North West Ambulance Service as a key partner and service provider in an integrated emergency and urgent care system across the North West
 - Developing stronger plans to meet responsibilities under the Civil Contingencies Act, 2004 for when a major emergency occurs
- 8.9** The Service has been consulted as the draft IDP has developed and no capacity issues have been indicated so far.

Next Steps

- 8.10** It is anticipated that further information on the infrastructure requirements of emergency service providers will be provided during the consultation on this draft IDP, alongside the Revised Preferred Option version of the Local Plan.

9.0 Neighbourhood and Community Facilities

Neighbourhood and Community Facilities

Sports Facilities

- 9.1** The Fylde Playing Pitch Strategy, 2004 and the Fylde Open Spaces, Sports and Recreation Assessment, 2008 are currently the principal sources of evidence in terms of needs for sports and other leisure facilities in the borough. Fylde Council is working with consultants, KKP on a new Playing Pitch Strategy and an update to the Open Spaces, Sports and Recreation Assessment. Lancashire Sport Partnership has been commissioned by Fylde Council to undertake a Facilities Review. The subsequent findings and recommendations from the new Playing Pitch Strategy, the updated Open Space Study and the Facilities Review will inform both the policies in the Local Plan and the infrastructure list set out in the Delivery Schedule in Appendix 2 to this IDP.

Outdoor Sports Facilities

- 9.2** The Fylde Playing Pitch Strategy, 2004 shows that the major deficiency in the borough is for junior football pitches. The assessment recommends all organisations responsible for providing/developing pitch sports should seek to address this shortfall through:
- Re-designation of adult pitches to junior/mini-pitches
 - Negotiation with schools to secure facilities for junior community use
 - Development of changing and ancillary accommodation
 - Conversion of pitches currently out of use to junior football facilities
- 9.3** The strategy emphasises that shortfalls should be met firstly through the upgrading of existing facilities and pitches rather than the acquisition of new land. Following such quality improvement schemes, the strategy recommends that the second priority to meet shortfalls should be to acquire by agreement or negotiating community access to private sports pitches and school sites, or securing leasing agreements with existing landowners. The strategy recommends that partners should seek to secure funds from their own resources through re-designation of surplus adult pitches to open space, thus saving pitch maintenance costs.
- 9.4** The council has a central role in planning, providing and coordinating provision of playing pitches in the borough. The strategy recommends that the council ensures that future provision of pitches is balanced, meets the needs of the community and is protected for future generations.
- 9.5** The Open Space, Sport and Recreation Study, 2008 provided an update on the playing pitch position of the borough. This shows that the only significant change in demand related to football pitches, for which demand had reduced.
- 9.6** In terms of provision standards for playing pitches in general, the assessment refers to the Playing Pitch Strategy's recommendation of increased playing pitch provision to meet future demand. To meet this requirement there was a requirement (at 2008) to provide more pitch space in the borough to meet future need. The

assessment recommended that the council should work towards increasing the capacity/quality and availability of pitch provision across the borough to meet an additional 0.74 Ha per 1,000 population.

- 9.7** It is anticipated that the CIL will be an important funding mechanism for the provision of required pitches and facilities.

Indoor Sports and Leisure Facilities

- 9.8** According to Sport England's 'Active Places Power' analysis of demand, there is generally good provision in terms of quantity of indoor facilities in Fylde. However, the analysis shows that there is no swimming pool provision in Lytham or Freckleton. Also, the mapping of travel times shows that there are gaps in provision here. The replacement of the existing swimming pool in Kirkham with a modern facility at the same location is desirable.
- 9.9** St Annes pool has been refurbished, including a new entrance, a modern spectator area and a new 'changing village'. Work was completed in January 2014. The cost of the refurbishment was £625,000. Sport England agreed a £500,000 grant, the YMCA committed £100,000, with Fylde Council funding a further £25,000.
- 9.10** According to KKP's analysis of demand, Fylde is significantly under-provided in terms of fitness provision, both in terms of current and future demand. It is anticipated that the CIL will be an important funding mechanism for the provision of required indoor sports facilities.

Libraries

- 9.11** Lancashire County Council provides library services in Fylde, and these services operate from five branches (Lytham, Ansdell, St Annes, Kirkham and Freckleton); and from mobile libraries which operate on a fortnightly basis.
- 9.12** Library services across the country are being threatened with closure; LCC are trying to increase the numbers of people who visit the libraries with a high-profile campaign. LCC have a £5.5 million regeneration programme, refurbishing the network of libraries to provide modern, flexible facilities. With over six million visits each year to Lancashire libraries, they play a vital role in the local community.
- 9.13** The Library Service has been consulted as the draft IDP has developed and no capacity issues have been indicated to date.

Arts, Museums and Performance Venues

- 9.14** Fylde Council works in partnership with events' organisers in assisting and facilitating arts events and performances throughout the year including the Lytham Proms, the 1940s Weekend, St George's Festival, Lytham Club Day, St. Annes Carnival, St Annes Triathlon, and St Annes Kite Festival. The borough has a rich legacy of festivals, carnivals and club days with annual events being staged in many of the towns and rural settlements across Fylde. Performances and events are staged at the Lowther Pavilion and Lytham Hall. There is an RNLI boathouse and gift shop in St Annes, Lytham Windmill has official museum status and is operated by

the Lytham Heritage Group, the old Lifeboat Museum in Lytham is also open to the public in 2015. The main emphasis is on maintaining and where necessary improving these assets and events. No additional provision is envisaged.

Faith Facilities

- 9.15** For most religions in Fylde the emphasis is on maintaining existing places of worship with some rationalisation of accommodation although for some more minority faiths additional provision has occurred in recent times. Some religious services are provided in multi-use venues such as community centres.

Public Realm

- 9.16** The public realm generally includes the spaces and the buildings surrounding them but in this context, is generally taken to be the publicly accessible parts of the environment, physically and/or visually. In the case of conservation areas, the design, management and maintenance of the public realm is an important element of its character and a particularly important indicator of the quality of place. In designing the public realm, the most appropriate materials and street furniture will be used consistent with available resources. Fylde Council intends to develop a 'public realm code' manual that will identify a specification for the various elements of the public realm, including street furniture, landscaping and materials, together with an inventory with agreed maintenance schedules put in place. This practice would represent a good means of auditing the quality of the public realm and agreed actions from the various partners involved; and it would highlight what is required to maintain it to an appropriate standard. This initiative will involve working alongside LCC as the highway authority.
- 9.17** One of the key strands of the Local Plan is one of protecting and importantly enhancing the public realm of key locations of the borough through policy, development management and regeneration initiatives. It is considered essential that in accommodating necessary new development, the public infrastructure and facilities available support and are supported by community facilities of a high quality that encourages their use. In this context the council considers that its town centres (and some district and local centres) should be considered as important community hubs providing commercial, leisure and recreational facilities. It follows that these hubs should provide the appropriate facilities set within a high quality public realm. This will attract investment and in attracting increased patronage will, in turn, enhance their long term vitality and viability. The enhancement of the public realm in key locations will add to the quality and reputation of particular places with the objective of attracting new residents, employees and visitors to the centre. This approach accords with the Framework of enhancing town centres through policy, physical enhancement, improving accessibility in addition to positive and imaginative management.
- 9.18** The council has adopted its 'Regeneration Framework' as a supplementary document to detail particular schemes where public realm improvements are specifically proposed to promote economic, social and cultural well-being. These include:

- St Annes on Sea. This has the objective of enhancing the commercial and resort core to create a vibrant seaside resort of a high quality for residents, business and visitors.
- Lytham. This has the objective of protecting and enhancing the heritage of this attractive town located on the Ribble Estuary.
- Kirkham. This has the objective of revitalising the commercial core of the borough's market town.
- Whitehills Park. This has the objective of developing and enhancing the principal employment hub of the borough.
- Town, District and Local (retail) Centres. This has the objective of enhancing town, district and local centres, primarily for local residents.
- Visual Corridors. This has the objective of enhancing key routes, approaches and gateways into towns of the borough.
- The Heritage Parks Initiative. A proposal to create a connection between the key historic parks and gardens of Lytham and Annes.

Cemeteries

- 9.19** There is a shortfall of burial and crematoria facilities in Fylde. Most churchyard burial grounds have closed and demand for municipal burial land is increasing. The existing supply of burial land at Lytham Park Cemetery is estimated to be 10 to 15 years. This estimate is with the scheme to extend, which is in the budget but which is to be delivered shortly. Without this there is only about 3 years supply left.

Next Steps

- 9.20** The council will issue the new Playing Pitch Strategy, the Facilities Review and the updated Open Space, Sport and Recreation Study after the consultation into the Revised Preferred Option version, but before the Publication version of the Local Plan is issued. This will provide up-to-date evidence of the sports and recreation requirements of the borough.
- 9.21** The council are engaged with LCC to determine what additional childcare and library services are required to support the level of growth set out in the Revised Preferred Option version of the Local Plan.

Green Infrastructure

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10.0 Green Infrastructure

Green Infrastructure

- 10.1** Green Infrastructure is the network of multi-functional green (and blue) space, in urban and rural areas, which is capable of bringing a wide range of environmental and quality of life benefits for local communities. Fylde has an abundance of resources that contribute to the Green Infrastructure network. The most important elements of Green Infrastructure in Fylde are concentrated at the Ribble Estuary, which contains internationally important habitats and provides opportunities for recreation, including bird watching, angling and walking.
- 10.2** The River Wyre and Lancaster Canal also contain important habitats and provide opportunities for recreation. Fairhaven Lake, which is inhabited by birds, is one of the most popular recreational attractions in Fylde. Rivers and streams serve important functions for biodiversity, water management, recreation and climate change. Lowther Gardens, Ashton Gardens, Lytham Green and the grounds of Lytham Hall also provide opportunities for recreation and tourism. It is important that these assets are maintained and enhanced.
- 10.3** The following sources of funding continue to be explored to assist the delivery of new and, or improved Green Infrastructure:
- Multi-agency public grant funding (e.g. Big Lottery Fund and Heritage Lottery Fund, Safer and Stronger Communities fund);
 - Developer contributions;
 - Private sector funding (e.g. from sponsorship, charitable donations, endowments or income from letting event space);
 - Land management support from bodies such as Natural England and the Forestry Commission (Environmental Stewardship, Rural Development Programme for England and Woodland Grant Scheme); and
 - Government funding e.g. the Aggregates Levy and Landfill Tax schemes.

Parks and Gardens

- 10.4** The parks and gardens in the borough require sustainable investment to prevent them from falling into decline, and in many areas improving and enhancing the accessibility and quality of existing provision will be more important than new provision. The council maintain parks and open spaces in Lytham and St Annes (including Ansdell). Elsewhere in the borough, the maintenance of parks and open spaces has been passed over to the town and parish councils, and in these areas contractors carry out work on behalf of the parishes. At Kirkham, the town council employs Fylde Council to carry out grounds maintenance works.
- 10.5** Ashton Gardens has recently undergone major refurbishment and this was funded through a Heritage Lottery Fund grant of £1,436,000, as well as additional funding towards a total project cost of just under £2 million. Future funding is being sought from the Heritage Lottery Fund for the restoration of the Rock and Water Gardens.
- 10.6** Lytham Hall Park is a Grade II designated Registered Historic Park and Garden. The grounds of Lytham Hall are now open to the public as historic parkland and

consideration is being given by Fylde Council and LCC to the provision of a more attractive link between Lytham Hall and the town centre, which will require developer funding.

- 10.7** It is anticipated that the restoration of Fairhaven Lake, the promenade and gardens will take place in conjunction with the replacement of the coastal defences. The council will be using the Medium Term Plan process to bid for DEFRA funding for the replacement of the flood defences at Fairhaven Lake.
- 10.8** There are deficiencies in the provision of parks and gardens in some parts of the borough. However, the Open Space, Sport and Recreation Study recommends that these deficiencies can be compensated through the provision of one site of at least 60 Ha in size, at a suitable location that is accessible to the whole borough.

Natural and Semi-Natural Greenspace

- 10.9** Natural and Semi-Natural Greenspace includes trees and woodlands, scrub, grasslands and wetlands.
- 10.10** In particular, the Ribble Coast and Wetlands has been specifically identified as having an unmet potential for visitors. The 7.5 km coastal strip from Starr Gate to Freckleton Marshes has been identified by the council as a priority for Green Infrastructure investment. There is an aspiration in the Coastal Strategy for a path to be created along the full length of the coast, in conjunction with LCC; with the potential for this path to link in with the Guild Wheel at Preston. Joint working between Fylde Council and LCC has already started on the planning, delivery and maintenance of a coastal path between Starr Gate on the boundary with Blackpool and Freckleton Marshes.
- 10.11** Starr Hills Local Nature Reserve (LNR) is in a poor condition and requires management. When measured against Natural England's recommended standard of one Ha of LNR per 1,000 population, Fylde has a shortage of approximately 56 Ha of LNR. The Fylde Sand Dunes Management Plan, 2008, acknowledges that it would be sensible to extend the area of the LNR to include the whole of Starr Hills Dunes.
- 10.12** Funding of £520,000 from DEFRA has been secured to improve the sand dunes in the borough between Starr Gate and Lytham Green, in order to reduce the risk of coastal flooding and erosion. The project aims to improve the 24 Ha that are classed as a Site of Special Scientific Interest (SSSI), of which 16 Ha is an LNR, by means of:
- Widening the dunes in some areas by between five and 30 metres to improve the natural habitat and protect roads and houses from the long-term risk of flood and erosion.
 - Control and, in some cases removal, of invasive species such as white poplar, red Japanese rose and spiky sea buckthorn.
 - Planting of indigenous marram grass to bind the dunes together and reduce windblown sand.
 - Boardwalks and new beach access points are proposed. The current access points encourage erosion of dunes and contribute towards the blowing of sand onto the road and into nearby gardens.

- 10.13** There is a recognised deficiency of trees and woodlands in the borough. LCC is undertaking a county wide scheme of community woodland creation through the Lancashire Woodland Project. This project promotes and supports the planting of new woodlands and the sustainable management of existing woodlands in the county, and works with owners, managers and contractors to find the best solutions. The Forestry Commission's English Woodland Grant Scheme offers grants for new planting. New planting can also be supported by the Woodland Trust under their 'MoreTrees MoreGood' scheme. Any other new provision of woodland should be provided in accordance with the aims of the North West Regional Forestry Framework, the Lancashire Woodlands Project and the Local Nature Partnership.

Green Corridors

- 10.14** Policy ENV4 of the Revised Preferred Option version of the Local Plan supports opportunities to extend the Public Rights of Way network where this improves access to key Green Infrastructure assets, including areas of Green Belt and the two proposed Areas of Separation. Policy T3 facilitates the provision of additional footpaths, cycleways and bridleways where appropriate. LCC is the authority responsible for carrying out public rights of way creation and enhancement.
- 10.15** The Lancaster Canal is an under utilised asset and there is potential to develop this tract of Green Infrastructure (i.e. green and blue space) into a linear tourism and recreation asset.

Allotments

- 10.16** The Open Space, Sport and Recreation Study identifies a deficiency of allotments at Lytham, St Annes, Freckleton and Warton. In recent years, there has been an increase in demand for allotments as more people want to grow their own produce and the Local Plan supports such provision as it directly contributes to healthy eating as well as being of recreational benefit.

Children's Play Areas

- 10.17** The Open Space, Sport and Recreation Study identifies gaps in the provision of children's play areas at Lytham (0.04 Ha), Kirkham and Wesham (0.04 Ha) and the rural areas (0.12 Ha). The study recommends new provision in these areas.

Next Steps

- 10.18** The council is currently updating the Open Space, Sport and Recreation Study, in time for the EiP. This will provide up-to-date evidence of the open space requirements of the borough.
- 10.19** Fylde Council will work with LCC to co-ordinate the provision of new Green Infrastructure projects in the borough (including green and blue space), together with the development of a Fylde Ecological Network in compliance with the Framework. Developer funding for such projects will be considered as the CIL is progressed through the development of a charging schedule and the preparation of a Regulation 123 List.

11. Governance Arrangements

The role of joint working

- 11.1** This draft IDP aims to ensure that the delivery of infrastructure has been included in other strategies and, where appropriate, capital programmes within Fylde Council and other provider agencies. Fylde Council will become the CIL charging authority when the levy is brought into force locally. Existing structures of governance between Fylde Council and LCC will be built on and working practices developed further with other agencies to enable fully informed decisions on priorities for funding and implementation.

Developer contributions - Planning Obligations and the Community Infrastructure Levy

- 11.2** As well as direct delivery through public and private funding, Fylde Council will expect developers to make a contribution towards infrastructure provision to help address the increased demands on services that arise from new developments.
- 11.3** On-site provision of infrastructure to serve the needs of a particular development can be implemented through a planning obligation negotiated under Section 106 of the Town and Country Planning Act, 1990. Where infrastructure is needed to benefit a broader area, contributions can be secured from a wide range of developments, via the CIL.
- 11.4** The CIL comprises a range of standard charges that apply to new built development within an area, based on the economic viability (ability to pay) of the different types of uses. Councils can choose whether or not to bring in CIL. Fylde Council agreed to develop and proceed with CIL at the full Council meeting in March 2015 and to prepare a preliminary draft charging schedule setting out the envisaged levy charge rates, together with a Regulation 123 List. A CIL Consultation Document will be produced to explain these intentions and facilitate engagement with all interested parties, including developers and infrastructure providers. This draft IDP is a supporting document to the Local Plan and is also subject to consultation.

Monitoring and Updating

- 11.5** This draft IDP is at the beginning 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 draft IDP will allow Fylde Council to continue to prioritise spending and address funding gaps.
- 11.6** The draft 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 levels of growth in the Local Plan, will be reviewed as part of ongoing monitoring and reporting mechanism.

Appendix 1 – Infrastructure Delivery Agencies

The following tables identify the agencies that are responsible for infrastructure and service delivery in Fylde.

Physical Infrastructure

Infrastructure Type	Delivery Agencies
Transport	
Highways	Lancashire County Council Blackpool Council Highways England
Bus services	Lancashire County Council Private sector operators
Rail services (including light rail)	Network Rail Rail Franchises Lancashire County Council Private sector operators
Cycle lanes and footpaths	Fylde Council Lancashire County Council
Utilities	
Electricity	National Grid Electricity North West Private utility providers
Gas	National Grid National Grid Gas Distribution Private utility providers
Telecommunications	Mono Consultants Private telecommunication providers
Renewable and low carbon energy	Private developers and consultants
Water supply	United Utilities
Wastewater and drainage	United Utilities
Minerals and Waste	
Waste	Fylde Council

	Lancashire County Council Private sector companies
Minerals	Lancashire County Council Private sector companies
Flood risk and coastal defence	
Flood risk management	Fylde Council Wyre Council Lancashire County Council Environment Agency

Social / Community Infrastructure

Infrastructure Type	Delivery Agencies
Education	
Schools	Lancashire County Council
Higher and Further Education	Blackpool and Fylde College Lancashire County Council
Health and Social Care	
GP Provision	NHS Fylde and Wyre Clinical Commissioning Group
Hospital Provision	Blackpool Teaching Hospitals NHS Foundation Trust
Mental Healthcare Provision	Lancashire Care NHS Foundation Trust
Care for the Elderly and Disabled	Lancashire County Council
Emergency Services	
Police	Lancashire Police Authority
Fire	Lancashire Fire and Rescue Service
Ambulance	North West Ambulance Service NHS Trust
Neighbourhood and Community Facilities	
Sports Facilities	Fylde Council Sport England YMCA

Libraries	Lancashire County Council
Child Care	Lancashire County Council
Cemeteries	Fylde Council

Green Infrastructure

Infrastructure Type	Delivery Agencies
Parks and Gardens	Fylde Council Lancashire County Council Town and Parish Councils
Natural and Semi-Natural Greenspace	Fylde Council Lancashire County Council Neighbouring Councils Lancashire Wildlife Trust Environment Agency Town and Parish Councils
Green Corridors	British Waterways Fylde Council Neighbouring Councils Lancashire County Council Lancashire Wildlife Trust Environment Agency Town and Parish Councils
Allotments	Fylde Council
Children's Play Equipment	Fylde Council Lancashire County Council Town and Parish Councils

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Appendix 2 – Infrastructure Delivery Schedule

Preface

A version of this Schedule was issued alongside the Preferred Option version of the Local Plan: Part 1 in summer 2013. It was made clear at the time that it would be a ‘living’ document, subject to on-going revision. Since that time, it has been updated to take account of variations in funding availability, the commencement and/completion of infrastructure projects and other changed circumstances concerning infrastructure requirements. The Infrastructure Delivery Schedule concentrates on the most essential services and facilities that relate most directly to increasing demands arising from the users of new development.

It should be noted that there is further evidence work continuing on studies that will inform infrastructure planning. An update of the Open Space, Sport and Recreation Study, together with a new Playing Pitch Strategy and a Facilities Review are likely to reveal some recreational provision requirements which may supplement the Green Infrastructure projects.

Purpose of the Schedule

The purpose of the Infrastructure Delivery Schedule (the IDS) is to itemise infrastructure projects already envisaged or probably needed after taking account of the quantum and broad location of all of the growth proposed in the Local Plan and to record the likely implementation timescale, costs and sources of funding and the current deficits - funding gap shortfalls (deficits) after taking account of monies already secured.

Context

Infrastructure planning is essential in achieving a well-planned approach to new development and as such is a key aspect of the Local Plan.

This Schedule aims to identify the essential strategic infrastructure already planned together with those that are likely to be required to help deliver the Local Plan, including strategic sites as well as residential and commercial development outside these areas. The Schedule continues to represent work in progress and ultimately delivering infrastructure by helping to attract or direct funding.

The powers to secure infrastructure funding from developers are evolving as the restrictions on using Section 106 of the Town and Country Planning Act, 1990 came into force on 1 April 2015.

Consequently, the Local Plan proposes a switch to a levy type approach to securing developer contributions for infrastructure known as the CIL. Fylde Council agreed to pursue the CIL approach at the council meeting in March 2015. The IDS in this Appendix is part of the evidence base supporting bringing the levy into effect locally. The intention is to take the IDS forward and develop it further so that it forms the Regulation 123 List to the CIL.

The assumptions behind the Schedule take account of existing spare infrastructure capacity and underlying demand trends before consideration is given to additional requirements arising from proposed development. The Schedule has been completed following extensive liaison with the infrastructure and service providers. Such agencies typically do not consider infrastructure provision in spatial terms, nor plan ahead beyond five year capital investment programmes. Therefore, it has been necessary to build up an understanding with providers to consider infrastructure delivery in those ways.

The Schedule identifies the approximate likely cost, timescales and sources of the essential types of infrastructure required. It is important to appreciate that some infrastructure and service providers are public sector agencies (such as those concerned with education and health service provision) that are supported to an extent by government funding, although this is normally geared to 'natural' growth in demand rather than development-led demand. However other agencies, such as the utility providers, are commercial companies that charge for their services and connections thereto. These providers already have direct funding relationships with developers seeking extra infrastructure capacity to service their developments. The utility companies also have capital programmes of their own that are subject to approval of the relevant industry regulator(s).

Infrastructure Types Covered in the Schedule

There are many forms of infrastructure but only the most essential types more directly related to new development are included in this Schedule, with an emphasis on those projects that help to underpin the policies and Development Strategy of the Local Plan.

PHYSICAL INFRASTRUCTURE

Transport

Transport scheme funding is normally secured through Lancashire County Council (LCC), Highways England, Department for Transport and Network Rail. Highways England has a fixed five-year funding settlement from which to develop its improvement schemes, which is underpinned by the first Roads Investment Strategy. For major schemes, national Government funding bids are made, however there remains some uncertainty concerning the availability of several of these national funding programmes. In the past there has normally been some degree of dependence on developer contributions for transport projects ranging from new roads and junctions through to traffic control measures and additional bus services. A partial switch from highway works to investment in improvements to public transport, together with walking and cycling initiatives is envisaged by the Schedule in line with the sustainable transport proposals in the Local Plan. Transport scheme funding particularly lends itself to a broadly applied approach (i.e. CIL) as the projects can have wide scale benefits.

Public Utilities

The main public utilities are water, gas, electricity and telecommunications. The principal companies are United Utilities, National Grid, Electricity North West, British Telecom and Virgin Media. These are all companies that aim to operate at a profit through charging users for their services.

Coastal Defence/Flood Alleviation

The Environment Agency, Lancashire County Council (as the Lead Local Flood Authority), Fylde Council (as a coastal protection authority), Water Companies and Internal Drainage Boards are responsible for flood risk management in Lancashire.

SOCIAL (COMMUNITY) INFRASTRUCTURE**Education – Primary and Secondary**

The main educational organisation locally is LCC (i.e. the Education Authority) which normally underwrites the costs of new school place capital provision with national funding revenue support. The church authorities contribute 10% of capital costs for faith schools but increasingly developers are being required to contribute monies for school building schemes in line with a nationally set funding formula.

Health

The Clinical Commissioning Group is responsible for commissioning primary health care locally. Many health centres in Fylde are in need of renovation and some services require new premises. There is some dependence on developer contributions for refurbishment and extension works to existing health centres. For some of the larger housing development sites a new health centre building and the land to construct it on would need to be provided by developer contributions.

Community Services

Community Services in Fylde are usually funded by Lancashire County Council or Fylde Council. The services include: libraries, community centres, youth services, social services, older peoples support, special needs and disability, and places of worship.

Culture and leisure

Culture and leisure services in Fylde are usually funded by Lancashire County Council or Fylde Council. The services include museums and galleries, performance venues, sports and fitness centres.

Public realm

Over a number of years the council has worked with a number of public agencies and the private sector to deliver strategies aimed at revitalising and enhancing key locations within the borough including town and village centres. These ‘regeneration’ schemes have more recently included contributions from developers to help further these ambitious projects, which have had widespread public support. This overall funding has been utilised to enhance streets, squares, public spaces and the building fabric to economically stimulate private sector development and significantly increase the patronage of these locations. This objective includes exploiting the benefits of the coastal nature of the borough as well as its attractive hinterland. The Local Plan promotes the economic, environmental revival and protection of its key resorts, towns and village centres. It is anticipated that developers in the future will continue to support, through funding contributions, schemes identified in the adopted Regeneration Framework. It is essential that vibrant town centres support and are supported by new residents and businesses which aligns with the concept of sustainable communities, which is a cornerstone of present planning practice.

GREEN INFRASTRUCTURE**Green Infrastructure**

Major Green Infrastructure provision in Fylde is usually funded by Lancashire County Council or Fylde Council. For most residential development there is usually a requirement imposed by the council on the developer to provide local green space and also a degree of dependence on developer contributions to cover maintenance costs, through the formation of management companies.

Key:

Committed capital programmes, or those that are secure or ongoing developments
Uncertain capital available, or uncertain timescales
Projects that have had funding removed, but are still required, or are longer term aspirations

Topic	Description	Lead	Partners	Funding	Cost	Available	Gap	Timeframe	Notes
Highways	The M55 (Junction 4) to Heyhouses (St Annes) Link Road	Lancashire County Council	Highways England; Private	Wholly funded by Section 106 contributions from housing scheme adjacent Queensway, St Annes	£21m	£21m	£0	Complete by 2021	
Highways	Upgrading of M55 Junction 4 – including signalisation	Lancashire County Council	Highways England; Private	Wholly funded by Section 106 contributions from housing scheme at Whyndyke Farm		£1 - 5m		Completed and delivered within two years	
Highways	The M55 (Junction 3) to Norcross Link Road (i.e. the Blue Route)	Lancashire County Council	Highways England	Local major transport scheme funding	>£150m	£0	>£150m	Unlikely to be deliverable before 2030	
Highways	A585 Skippool – Windy Harbour Improvements	Highways England	Lancashire County Council					It is anticipated that start of works would begin in 2019/20	
Highways	Preston Western Distributor Road (including new Junction 2 on the M55 and Cottam Link Road)	Lancashire County Council	Highways England	Local major transport schemes £58m (over four years); Lancashire County Council £9m; CIL / Section 106 developer funding £23m	£92m			Start of Works: 2017; Road Open: 2019	
Rail	Electrification of the Blackpool to Preston railway line	Network Rail	Train operating companies; other stakeholders	Funded from the £1.3 billion allocated by government for Network Rail's network electrification programme	Up to £300m for the NW package		£0	Blackpool to Preston electrification completed by Dec 2015	
Rail	Replacement of traditional railway signals with European Rail Traffic Management Systems (ERTMS)	Network Rail	Train operating companies; other stakeholders						
Rail	A direct London – Blackpool Service, stopping at Poulton-le-Fylde and Preston railway stations	Network Rail						Started in December 2014	

Topic	Description	Lead	Partners	Funding	Cost	Available	Gap	Timeframe	Notes
Rail	Provision of a park and ride at Kirkham and Wesham Railway Station	Network Rail	Lancashire County Council						
Rail	Access improvements at Kirkham and Wesham Railway Station	Network Rail	Lancashire County Council						
Cycling	Completion of continuous off-road sea front cycle route from Lytham to St Annes	Lancashire County Council							
Cycling	Improvement of cycle links between Fylde and Blackpool, particularly in the Whitehills area	Lancashire County Council						Plan period	
Cycling	Extension of the cycle path on the A584 between Preston and Warton	Lancashire County Council							
Cycling	Development of links between minor roads in Lytham and St Annes	Lancashire County Council							
Footpaths	Public rights of way creation and enhancement	Lancashire County Council	Fylde Council	Lancashire County Council				Ongoing	
Airport	Blackpool Airport - alterations to airport infrastructure	Blackpool Airport	N/A	Airport development but Section 106 contributions for Road	TBD - over 20 year period could be £80m.			Aviation development unlikely for 2 to 3 years other development may be sooner.	A masterplan is being produced.
Telecommunications	Superfast Broadband	Lancashire County Council	Lancashire Enterprise Partnership, Lancashire District Councils	£10.8m from Broadband Delivery UK, £16.5m from the European Regional Development Fund, £4.7m from Lancashire County Council.	£32m		£0	Complete by end of 2015	

Topic	Description	Lead	Partners	Funding	Cost	Available	Gap	Timeframe	Notes
Flood risk management	Replacement of hard coastal defences at Lytham Green, Fairhaven Lake and The Island Sea Front Area	Fylde Council	Wyre Council, Environment Agency	DEFRA	c.£100m			Unknown	
Flood risk management	Strengthen and/or raise Warton Flood Banks	Environment Agency	Fylde Council	DEFRA	Unknown			Unknown	
Education	New primary school to serve Queensway	Lancashire County Council		Lancashire County Council	S106 Agreement – developer contributions			Plan period	
Education	New primary school to serve Whyndyke	Lancashire County Council		Lancashire County Council	S106 Agreement – developer contributions			Plan period	
Education	Secondary school in Fylde	Lancashire County Council		Lancashire County Council				Plan period	tbc
Mental Healthcare	The Harbour Mental Health In-Patient Unit	Lancashire Care NHS Foundation Trust	NHS England	NHS England	£40m	£40m	£0	Completed	
Parks and gardens	Sustainable access to Lytham Hall and Gardens	Lancashire County Council	Fylde Council	Lancashire County Council				Plan period	
Parks and gardens	Regeneration of Fairhaven Lake and Promenade	Fylde Council	Lancashire County Council	Lancashire County Council				Plan period	It is anticipated that these works will take place in conjunction with the improvements to the coastal defences

Topic	Description	Lead	Partners	Funding	Cost	Available	Gap	Timeframe	Notes
Parks and gardens	Creation of a new park of at least 60 Ha in size, at a suitable location that is accessible to the whole borough	Fylde Council						Plan period	
Parks and gardens	The Heritage Parks Initiative: connecting the key historic parks and gardens of Lytham and Annes	Fylde Council						Plan period	
Natural and semi-natural greenspace	Ribble Coast and Wetlands	Fylde Council	Fylde Council, Preston City Council, South Ribble Borough Council, West Lancashire District Council, Lancashire County Council	Section 106 contributions	Unknown			Unknown	
Natural and semi-natural greenspace	Community woodland creation	Lancashire County Council	Fylde Council	Lancashire County Council				Ongoing	
Natural and semi-natural greenspace	Improvement of sand dunes between Starr Gate and Lytham Green	Fylde Council	Blackpool Council; Lancashire Wildlife Trust	DEFRA	£520,000	£520,000		Over five years	
Green Infrastructure network	Coastal path creation from Starr Gate to Freckleton	Lancashire County Council	Fylde Council	Lancashire County Council				Ongoing	
Public realm	<div>- Enhancing the commercial and resort core of St Annes; - Protecting and enhancing the heritage of Lytham; - Revitalising the commercial core of Kirkham; - Enhancing town, district and local retail centres; - Enhancing key routes, approaches and gateways into Kirkham, Lytham and St Annes.</div>	Fylde Council						Plan period	

Fylde total funding gap = c £XX million