



**Wyre Council**

**Wyre Infrastructure Delivery Plan**

to Support the Publication Draft Local Plan

**September 2017**

(August 2018 Update)

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# 1. Introduction

- 1.1. The Infrastructure Delivery Plan (IDP) is a supporting document to the Wyre Local Plan and covers the plan period 2011 to 2031 (to match the Local Plan). The IDP sets out what level of new or improved infrastructure will be required to deliver the growth proposed in the Wyre Local Plan.
- 1.2. The primary short term purpose of the IDP is to help to demonstrate the soundness of the Local Plan. The wider, longer term role of the document is to provide a framework for infrastructure provision over the Plan period. It is anticipated that the IDP will be a living document which is monitored and updated as appropriate as part of the council's annual monitoring.
- 1.3. The IDP aims to identify the costs, delivery agents and means of funding for the infrastructure required to support growth proposed in the Local Plan and also aims to provide an evidence base for the requirement and spending of developer contributions and potentially Community Infrastructure Levy (CIL) income in the Borough.
- 1.4. It is not appropriate for this document to include every scheme or project planned by every infrastructure provider or service operator in the Borough, nor should this document be read as a shopping list for developer contributions. Instead it should be read as a tool to help ensure that the infrastructure requirements for growth proposed in the Local Plan are understood and clearly identified. This will help ensure that new development and infrastructure are planned for and delivered in a timely and co-ordinated manner.
- 1.5. The interdependencies of infrastructure and service provision mean that the infrastructure outlined within this document will be delivered by a number of teams within Wyre Council, Lancashire County Council (LCC) and by external partners. There is some infrastructure which is provided solely by the private sector and community sectors (including charities and religion or belief organisations) and as such is not covered in this document, including places of worship and shopping and leisure facilities such as cinemas. The provision of these will be driven by market demand.
- 1.6. The preparation of this IDP has been informed by detailed consultation with a range of stakeholders and service providers.



1.7. The IDP has identified a funding gap of at least £34,170,552 required to fund the necessary infrastructure to support the proposed growth in the Local Plan. Much of this requirement arises from needing to provide additional school places and delivering strategic transport, flood risk and coastal defence projects.

1.8. In light of the funding gap, the Council is currently undertaking investigatory work to establish if the implementation of a Community Infrastructure Levy (CIL) is viable in Wyre. If CIL is found viable in Wyre, preparation and implementation of a future CIL Charging Schedule in the Borough will be informed by this document.

### What is infrastructure?

1.9. Infrastructure is defined by the Cambridge dictionary<sup>1</sup> as:

*“the basic systems and services, such as transport and power supplies, that a country or organization uses in order to work effectively”*

1.10. Infrastructure is therefore at the heart of town planning, and is commonly categorised into physical, social and environmental infrastructure. It is commonly understood to include:

- Transport;
- Water supply;
- Wastewater;
- Energy;
- Telecommunications;
- Waste;
- Health;
- Social care;
- Education;
- Flood risk; and
- Coastal change management.

1.11. The Planning Act 2008 (as amended by the Localism Act 2011) also defines infrastructure to include sporting and recreational facilities, and open spaces, which are included within this document.

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<sup>1</sup> <http://dictionary.cambridge.org/dictionary/english/infrastructure>

- 1.12. Although affordable housing can be considered local infrastructure to support community needs, it is not included within the scope of this document, as the Local Plan sets down that it will be provided by developers within new residential developments or on specific exceptions sites. Targets for provision have been developed through the Strategic Housing Market Assessment (SHMA) and appraised to ensure viability of the plan as a whole.
- 1.13. Infrastructure is not limited to the above categories, and other types have been discussed within this document. It should be noted that this document is not a comprehensive commentary of all types of potential infrastructure, and instead focuses on those types that are most closely linked to housing and economic development.
- 1.14. The infrastructure needs of a locality are influenced by a number of factors including: the growth/decrease in a population; the changing needs of a population such as ageing; and changes in travel to work patterns. Effective town planning responds to these changes through the strategy at the heart of the Local Plan; the infrastructure delivery plan supports the policy approach by demonstrating deliverability of this strategy.

## **2. Structure of this document**

- 2.1. This document presents the information into two sections for ease of use: a descriptive section and a detailed tabular schedule.
- 2.2. The descriptive section sets the context, how the IDP has been created and how it will be updated, and describes the current situation and anticipated needs for infrastructure. In doing so, the IDP considers each type of infrastructure that plays a role in helping to supporting the growth of Wyre and the delivery of the Local Plan. For each type of infrastructure, an overview of the current level of provision is provided, together with likely capacity issues that may occur as a result of the delivery of the Local Plan, together with a brief analysis of how the planned provision can be delivered.
- 2.3. Information in the tabular schedule is either linked to specific projects to support the growth of the borough as a whole, or linked to strategic sites and locations of major development to enable the delivery of development at those locations.
- 2.4. Information contained within this document detailing the costs of infrastructure projects and when they will be required (the trigger point) is based on evidence gathered through discussions with stakeholders, partners' strategies, and technical studies from a range of Council services and external infrastructure providers.

### 3. Methodology

- 3.1. Legislation, national planning policy and national guidance describe how Local Authorities should plan for infrastructure provision in England. This IDP has been prepared in accordance with national policy and guidance.
- 3.2. This document has been prepared in the aftermath of the June 2016 United Kingdom referendum, where the voting result was to leave the European Union. It is not possible to predict the impact of this, resulting in significant uncertainty regarding and potential changes to funding and delivery for infrastructure projects. The IDP represents the best data available at a snapshot in time.
- 3.3. A wide range of physical, social, community and green infrastructure have been assessed in this IDP to reflect the type of infrastructure likely to be required as a result of the proposed growth in the Borough over the Local Plan period 2011 to 2031.
- 3.4. Throughout the IDP preparation process a series of meetings, telephone discussions and email exchanges have been carried out with infrastructure and service providers to help identify existing infrastructure capacity and deficits, to establish any future programmes of work and to assess specific impacts of proposed growth.
- 3.5. This IDP categorises and assesses infrastructure requirements under the three main headings ‘physical’, ‘social’ and ‘environmental’. Within these headings a number of subcategories are identified. The document is structured around these various types of infrastructure.

<b>Category</b>	<b>Types</b>
Physical	Transport Utilities Electricity Gas Water Waste Water and drainage Telecommunications
Social	Primary and Secondary Education Further and Higher Education Primary and Secondary Healthcare Emergency Services Cemeteries Libraries
Environmental	Green Infrastructure Sport, open space and recreation

Category	Types
	Flood defence and attenuation Coastal defence Waste management and recycling

3.6. For each infrastructure sector and service area the infrastructure assessment has sought to answer the following questions:

- What is the capacity of existing infrastructure?
- What are the infrastructure requirements arising from proposed population and housing growth over the Local Plan period?
- When would new or improved infrastructure be required?
- What are the likely costs of new infrastructure?
- Are there any issues or risks to delivery?

3.7. The preparation of the IDP forms the beginning of an on-going process of consultation and engagement with key stakeholders across the public and private sector. Ongoing discussions will continue to shape the evolution of the IDP over the Local Plan period and will help ensure that the infrastructure required to support growth in the Borough is delivered.

3.8. Infrastructure planning is a strategic process which by nature cuts across district boundaries. In line with the Duty to Co-operate<sup>2</sup>, cross-boundary co-operation and collaboration will be undertaken with neighbouring authorities across the Fylde coast and wider county over the Local Plan period, to ensure that the provision of infrastructure, particularly for transport, telecommunications, waste management, water supply and wastewater is delivered in a sustainable manner. Co-ordinated infrastructure planning will play a vital role in helping to unlock growth and improve economic competitiveness across the sub-region and wider county.

3.9. This version of the IDP has been published to support the Local Plan. It has also been reviewed and updated as appropriate following the Local Plan hearings. It will then be monitored on an annual basis following adoption of the Local Plan as part of annual monitoring.

3.10. The monitoring of planning policy is a well-established practice in Wyre through the use of regular Authority Monitoring Reports. The monitoring of the IDP will be incorporated into this

<sup>2</sup> The Localism Act 2011 introduced a 'Duty to Cooperate', which seeks to ensure that all of the bodies involved in planning and development work together on issues that are of bigger than local significance.

process. It will be important to ensure liaison with service providers as part of the monitoring process.

3.11. The IDP is a 'living' document and reflects the current information available to date. It is important that the baseline position is updated regularly to ensure that infrastructure provision is targeted in the correct areas.

## 4. Viability

- 4.1. The viability of development across the Borough was tested as part of the Local Plan Viability Study (2017). The main purpose of the study was to establish the ability of development within the Borough to deliver affordable housing and essential infrastructure.
- 4.2. The Plan also contains a policy, SP6, which acknowledges the viability of development as important. It provides a mechanism whereby if a developer considers their development not viable they can seek a reduction in standards or infrastructure requirements or seek a form of development that would not normally be acceptable, on grounds of financial viability. This mechanism will only be permissible where the developer supplies evidence as to the financial viability of the development in the form of an open book financial appraisal of the proposed development demonstrating the full range of costs to be incurred by the development including the initial purchase of the land, the financial return expected to be realised, and the profit expected to be released. The level of detail required in such an appraisal will always be proportionate to the scale and complexity of the development proposed. Where an independent assessment of the appraisal is required, the developer will be expected to cover the cost to the Council. Although policy SP6 aims to ensure that development is viable, there may be circumstances where a reduction in standards or infrastructure requirement may not be appropriate such as when severe impact on the transport network will be caused.

## 5. Context

### National Planning Policy Framework

5.1. The National Planning Policy Framework (NPPF) was published in 2012 and revised in 2018.

It sets out the Government's planning policies for England and how these are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans. The transitional arrangements set out in para 214 of the revised NPPF means that for the purpose of examining Local Plans submitted before 24 January 2019, policies contained within the 2012 NPPF will only apply. In terms of infrastructure, the 2012 NPPF requires that Local Plans should "[...] plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of this Framework" (para 157).

5.2. The NPPF goes on to state that "Local planning authorities should work with other authorities and providers to assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and take account of the need for strategic infrastructure including nationally significant infrastructure within their areas" (para 162).

5.3. The importance of the preparation of an IDP is also highlighted "It is equally important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. To facilitate this, it is important that local planning authorities understand district-wide development costs at the time Local Plans are drawn up. For this reason, infrastructure and development policies should be planned at the same time, in the Local Plan. Any affordable housing or local standards requirements that may be applied to development should be assessed at the plan-making stage, where possible, and kept under review" (para 177).

### Planning Practice Guidance

5.4. This web-based resource is published by the Department for Communities and Local Government (DCLG) and provides more detail on the policies provided in the NPPF, giving an indication of the Secretary of State's views on how to implement those policies. Paragraph 18 usefully emphasises the role and importance of infrastructure planning, providing very detailed guidance on the matter:



*“[...] The Local Plan should make clear, for at least the first five years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development. This may help in reviewing the plan and in development management decisions. For the later stages of the plan period less detail may be provided as the position regarding the provision of infrastructure is likely to be less certain. If it is known that a development is unlikely to come forward until after the plan period due, for example, to uncertainty over deliverability of key infrastructure, then this should be clearly stated in the draft plan.’*

5.5. Where the deliverability of critical infrastructure is uncertain then the plan should address the consequences of this, including possible contingency arrangements and alternative strategies. The detail concerning planned infrastructure provision can be set out in a supporting document such as an infrastructure delivery programme that can be updated regularly. However the key infrastructure requirements on which delivery of the plan depends should be contained in the Local Plan itself [...]” (Ref ID: 12-018-20140306)

5.6. The requirements set out in the extract above have been incorporated into the methodology used through the preparation of this document.

### Planning Obligations

5.7. Planning obligations (sometimes referred to as ‘developer contributions’) are tools available to Local Planning Authorities to utilise within the planning process. Specifically, their use should be considered when an otherwise unacceptable development could be made acceptable in planning terms through a contribution being provided by the developer. The contribution can either be “in kind” (i.e. infrastructure supplied by the developer) or a financial (i.e. paid to the Council or passed to a third party to provide the infrastructure). They are used to secure measures that cannot generally be secured by imposing a planning condition or by other statutory means. The Community Infrastructure Levy introduced a restriction on ‘pooling’ of Planning Obligations made under Section 106 of the Town and Country Planning Act which limits Local Planning Authorities to only secure a maximum of five developer contributions towards a infrastructure project or type of infrastructure.

### The Community Infrastructure Levy

5.8. The Community Infrastructure Levy (CIL) was introduced through the Planning Act 2008, followed by secondary legislation in 2010. The levy allows local authorities to raise funds from owners or developers of land undertaking new developments. The CIL is collected

through the preparation of a Charging Schedule, supported by a range of infrastructure planning and economic viability evidence. At the time of writing CIL is being reviewed by the Government. The Housing White Paper published in February 2017 was accompanied by a CIL review report to Government. The Report set out a number of recommendations to Government for reforms to the CIL process which remains under consideration by the Government.

5.9. Currently if a CIL was to be adopted in Wyre, it would be a non-negotiable schedule of tariffs set down in a document referred to as the CIL Charging Schedule, which would be reviewed on a regular basis. The money raised through the levy would help to fund the infrastructure needed to deliver the objectives of the Local Plan.

5.10. The Council has not yet progressed any work on bringing forward a CIL for Wyre, but will potentially revise this approach having regard to relevant evidence and any further updates from Government.

#### Local Planning Policy

5.11. The Submission version of the Wyre Local Plan plans for the provision of 9,285 net additional new dwellings and 43ha of employment land across the Borough between 2011 and 2031.

#### *Housing*

5.12. Housing will be delivered in and around the borough's main settlements. The majority of development will take place on the peninsula and along the A6 corridor; a number of key villages are also set to expand. The distribution of expected housing delivery in the plan period can be broken down as follows:

<b>Settlement</b>	<b>Housing delivery expectations (settlement totals)</b>
Barton	166
Bilsborrow	21
Bowgreave	253
Cabus	8
Calder Vale	0
Catterall	543
Churchtown/Kirkland	0
Cleveleys	377
Dolphinholme	0
Fleetwood	796
Forton	355

Settlement	Housing delivery expectations (settlement totals)
Garstang	1,036
Great Eccleston	617
Hambleton	288
Hollins Lane	117
Inskip	182
Knott End/Preesall	178
Normoss	2
Pilling	126
Poulton-le-Fylde	1,560
Preesall Hill	13
Scorton	4
Stalmine	234
St Michaels	25
Thornton	1,550
Other Settlements	421
Total	8,872

5.13. A sizeable proportion of the housing requirement in the Local Plan is already committed through extant planning permissions. Where a site has received planning permission the infrastructure necessary to support the development will have been identified on an individual basis for that development. There is no opportunity to re-assess infrastructure needs arising from these sites. The IDP reflects infrastructure agreed as part of existing planning applications where this is of a strategic nature.

#### *Employment*

5.14. The Local Plan employment allocations are focused on expanding existing employment areas. The key employment hubs at Hillhouse (Thornton), Fleetwood Docks, and Poulton-le-Fylde and Catterall industrial areas will be supported and expanded.

#### *Infrastructure*

5.15. There will be different infrastructure needs for different parts of the Borough. This is particularly pertinent in the smaller villages which are set for expansion. Growth in these areas will need to be accompanied by increased infrastructure provision to ensure sustainable development. The Council will seek to ensure that new and improved infrastructure is provided in a timely and co-ordinated manner to support new growth and development across the borough.

5.16. Through the adoption of an integrated strategic approach to planning and infrastructure development the Council will seek to ensure that new and improved infrastructure is provided

in a timely and co-ordinated manner to support new growth and development across the borough.

5.17. The Submission version of the Local Plan includes a policy, Policy SP7 Infrastructure Provision and Developer Contribution, which sets out the Council's approach to securing developer contributions as part of new development. The policy requires that where new or improved infrastructure is required to meet needs arising directly from a development or to mitigate any adverse impacts of a development on existing infrastructure the development will make a financial contribution through Community Infrastructure Levy (CIL) or planning obligation made under Section 106 of the Town and Country Planning Act 1990 or any other future 'developer contributions' regime towards the provision of infrastructure. The policy sets out the types of infrastructure included (which reflects that considered in this IDP).

#### Funding mechanisms

5.18. Funding for infrastructure comes from a variety of sources, including the Council's own capital budget, Lancashire County Council capital budgets, Developer contributions, the New Homes Bonus, Government grants and grants from other public bodies. Bids are usually prepared using evidence to demonstrate why the funds are needed, prior to receiving the grants; the sources of the most notable grants are listed below.

#### *Potential Sources of Grant Funding:*

- Department of Health: Grants General
- Department for Education: School's Condition Grant, Basic Need Grant, and SF Schools DFC Grant
- Department for Transport: Local Transport Plan (LTP), Congestion Relief Fund and Local Sustainable Transport Fund (LSTF)
- Growing Places Fund Grant
- Local Enterprise Partnership Funds
- Coast Protection
- BIG Coastal Communities Fund
- Local Growth Fund
- Better Care Fund Grant.
- Lottery - Heritage Lottery Fund (HLF)
- European Regional Development Fund (ERDF)
- Homes and Communities Agency (HCA)
- Arts Council.

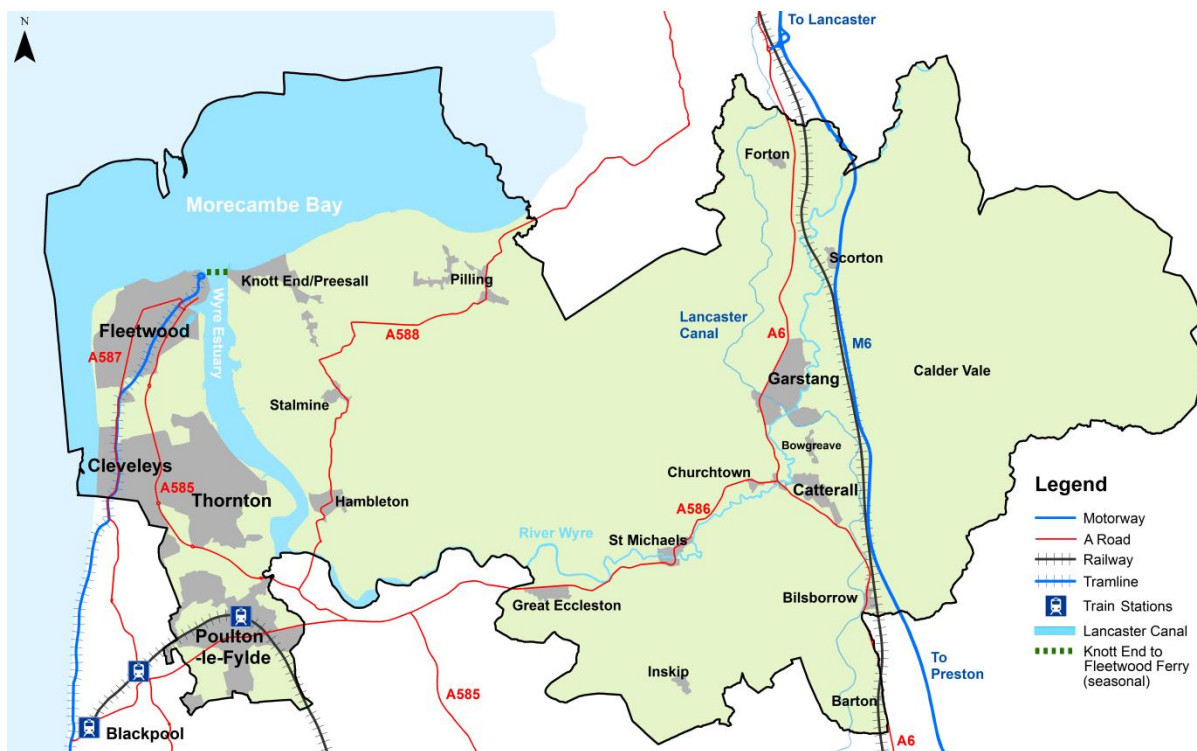
5.19. In some instances the full funding mechanism will not be identified and additional resources will need to be found before the project is completed.

# Physical Infrastructure

## 6. Transport

6.1. Figure 1 shows the main transport connections throughout the borough. The M6 motorway and West Coast Main Line railway run almost parallel through the eastern side of the Borough, with the Lancaster Canal joining them for part of their length. Whilst there are no motorway junctions within Wyre, the A road network ensures that there are reasonable connections to motorways. The M55 is located to the south of the Borough (outside Wyre) and connects with the A585(T), providing links towards Poulton-le-Fylde, Thornton and Fleetwood. The other principal roads in the area are the A6, which provides a north-south connection between Preston and Lancaster via Garstang and the A586, which links east-west between Blackpool and the A6. The A588 connects the urban west area of the Borough with Lancaster to the north. There is also a tram line which connects Fleetwood to Blackpool via Cleveleys. The borough's only train station is located in Poulton-le-Fylde town centre.

Figure 1 Transport routes in Wyre



### Road

6.2. Highways England is responsible for the national strategic road network, which comprises of the major highways (motorways and some A roads/trunk roads) which link cities, ports and airports and areas of high population in England. Within the Borough Highways England has responsibility for the A585(T), the M55 and the M6.

6.3. All other roads in the Borough are managed and maintained by Lancashire County Council as the highways authority. Lancashire County Council are responsible for the preparation of the Local Transport Plan, the latest Plan “A Strategy for Lancashire” (2011) takes a ten year view to 2021 of the County Council’s priorities and broad activities for transport.

6.4. LCC has also adopted a Fylde Coast Highways and Transport Masterplan (2015) which outlines plans to transform the road, rail, tram and cycle networks on the Fylde Coast. The proposals aim to boost the economy, reduce gridlock on the roads and support healthy lifestyles over the coming decades in Blackpool, Wyre and Fylde.

6.5. Some of the allocations in the local plan will require new access roads to be constructed. These roads will need to connect into the wider strategic road network, this is particularly the case in and around Thornton.

#### A585 Corridor

6.6. Development proposed in the emerging Local Plan will place additional pressure on the A585(T). The A585(T) corridor is influenced to a large degree by the various at-grade junctions along its length. The Wyre Local Plan - A585(T) Corridor evidence base prepared for Highways England by CH2M assessed 8 junctions on the A585(T) in detail, and assessed whether the quantum of growth anticipated in the emerging Plan could be safely accommodated on the existing network, and if not, what mitigation measures could be implemented to support development. It identifies that without interventions to improve a number of junctions on the A585(T) development will not be sustainable, i.e. the plan is not deliverable without any investment in the provision of appropriate improvement measures on the A585(T) to be able to support future growth.

6.7. The key elements of the network that are identified as being constraints are:

- A585(T) Victoria Road junction;
- A585(T) Norcross junction;
- A585(T) Thistleton junction (Windy Harbour – M55 Junction3); and
- M55 Junction 3.

6.8. In addition to these pinch points the junctions at Skippool, Little Singleton and Shard Road are considered to be constraints on future growth. However these junctions have been considered

separately as they are currently within the scope of a major improvements package being developed by Highways England, which is discussed further below.

6.9. Therefore a key infrastructure requirement for the Local Plan period is improvement works to these junctions on the A585(T). At the time of writing not all of the improvements required to support the Plan are committed. Some of the required improvements (M55 Junction 3, Norcoss, Skippool) are identified in committed work programmes and have sufficient funding already identified. Beyond the committed works, it is recognised that M55 junction 3 is likely to need a further improvement towards the end of the plan period that is currently not identified or committed and this could form a second phase of improvements.

6.10. Other schemes (Victoria Road, Thistleton and Windy Harbour - M55 Junction 3) do not yet have committed funding or an identified final design solution. This is not an uncommon situation and the Council is confident that this can be overcome during the Plan period.

6.11. HE, LCC and the Council have been meeting regularly throughout the production of the Local Plan and are all fully committed to ensuring the relevant infrastructure to support the Plan is delivered. Due to concerns over viability on the peninsula, funding for various A585 highways improvements is likely to be met predominantly from the public sector. There are a range of potential funding mechanisms available now, as well as a potential range of future mechanisms that are not yet in existence.

6.12. For example, the Department for Transport's Transport Investment Strategy published in July 2017, and forthcoming second Roads Investment Strategy (RIS) (for the period 2021 to 2026 period) due for announcement in 2019, may present options for access to funding. The RIS may include reference to residual capacity issues on the A585 beyond the current major scheme, and as such RIS could present options for access to funding. As both RIS and the Transport Investment Strategy are both emerging they highlight some of the uncertainties over future funding which explains why funding commitments cannot be made for all schemes required to support the Local Plan.

6.13. Similarly, an upcoming consultation is expected, which will be led by Transport for the North (TfN) and partners on the establishment of a Major Road Network (MRN). This may enable the North to take advantage of a proportion of the national Roads Fund being dedicated to improve and maintain this network providing a new opportunity to draw down funding for the A585, in collaboration with Highways England.



6.14. Transport for the North are also likely to retain some option to identify and bid for funds to deliver major road improvements amongst other infrastructure to support development, as has previously been the case with Growth Deals. The National Productivity and Investment Fund (NPIF) of £2.6 billion is a further option, although a significant proportion of NPIF has now been allocated, it is understood that some of this fund remains available and this may be accessible through a competitive bidding round.

6.15. All of this highlights that, while there are likely to be opportunities for the public funding of infrastructure to support development, there are uncertainties over the various future funding sources likely to be available after 2020, which explains why committed funding cannot be shown for all schemes required to support the Local Plan.

6.16. The section of the IDP below outlines the committed highways improvements:

*Norcross Road/Fleetwood Road Junction Improvements (Bypass)*

6.17. Highways England have indicated that improvements to this junction are needed to support any further growth within Thornton and Poulton.

6.18. The modelling carried out in the [Wyre Local Plan - A585\(T\) Corridor evidence base](#) showed that without intervention the junction will have excessive queue lengths when additional growth is factored into the network.

6.19. The Fleetwood-Thornton Area Action Plan [AAP] proposed a scheme at this junction as part of its Sustainable Transport Strategy. This scheme comprised the widening and realignment of all arms at the junction to provide more entry capacity and a wider circulatory. However, since this time it has become apparent that a more significant intervention will be needed in order to cater for existing traffic, plus committed development within the locality and future growth.

6.20. In 2016 Highways England successfully bid for central government funding to deliver junction improvement works at Norcross. £3 million from the Congestion Relief Programme was announced in March 2017 to upgrade this junction.

6.21. Following confirmation of this funding Highways England began work in April 2017 to develop and then construct an appropriate scheme solution for the improvement of the Norcross junction for completion before the end of 2018/19.

### *M55 Junction 3*

6.22. The modelling carried out in the [Wyre Local Plan - A585\(T\) Corridor evidence base](#) showed that with the Local Plan growth M55 junction 3 is operating close to capacity. With signalisation of the junction queuing traffic can be maintained within the motorway slip roads to the junction but this is to the significant detriment of both A585 arms of the junction. However, this modelling assumed that the Council would be delivering 9,580 dwellings over the Plan period; the impact on this junction is likely to be less as the council is no longer anticipating delivering housing growth at this level (only 9,285 dwellings in the publication Local Plan). Also the distribution of the planned growth means that only a proportion of the growth will impact this junction<sup>3</sup>. In addition M55 junction 2 (to be delivered as part of the Preston Western Distributor Road scheme) will reduce traffic movements at junction 3.

6.23. There are a number of potential mitigation measures which could be implemented at the junction to manage the flow of traffic, which are outlined in the study; the study does not however set out in detail which is the most appropriate.

6.24. The junction currently experiences congestion at peak times on both the A585(T) northern and A585 (non-trunk) southern arms of the junction, as well as on the westbound exit sliproad. In 2016 Highways England successfully bid for £0.8 million of funding from the government's Congestion Relief Programme to mitigate these problems and help increase capacity at the junction by introducing lane marking adjustments and full signalisation. These improvements were announced in March 2017.

6.25. Following confirmation of this funding Highways England has begun work in April 2017 to develop and then construct an appropriate scheme solution for the improvement of the M55 Jct 3 junction for completion before the end of 2018/19.

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<sup>3</sup> Growth in Great Eccleston, Over Wyre and the peninsula ( 4924 in total including past completions and commitments)

6.26. Highways England have indicated that in the later years of the Plan further improvements may be required. The need for further improvement works to this junction will be kept under review throughout the Plan period.

*Skippool to Windy Harbour*

6.27. Improvements to the A585 between Skippool roundabout and Windy Harbour junctions were outlined in the government's first Road Investment Strategy in December 2014 and are part of Highways England's Regional Investment Programme. The project aims to improve this section of the A585 between these two junctions (and therefore the intervening junctions of Shard Road and Little Singleton) through a bypass to the south of the A585(T) route.

6.28. The Skippool to Windy Harbour scheme will seek to improve the performance of these junctions and is required to improve safety, journey times and reliability at Skippool, Shard and Little Singleton. Whilst the major scheme aims to improve traffic conditions at these three key existing junctions, the resulting capacity of the junctions will be limited to what can realistically be achieved given local environmental and budgetary constraints.

6.29. In determining the scheme option, Highways England has undertaken detailed operational analysis and appraisal of this scheme against the emerging Wyre Local Plan growth requirements and modelling carried out as part of this project also considers impacts on the Thistleton junction. This will need updating once the emerging Local Plan is published, and it should be noted that a final preferred scheme option will have a consequent impact on traffic routing through several of the junctions considered above (especially, Shard Road, Thistleton and Skippool).

6.30. Consultation on the route options took place in late 2016, and the preferred route was announced in October 2017. It is anticipated that HE will submit an application for a Development Consent Order in 2018 with a decision due to be received in 2019. The major scheme is scheduled for completion in 2022.

6.31. HE, LCC and the Council are comfortable that the committed schemes outlined above will support the delivery of a large proportion of the planned growth in the initial years of the Local Plan. The need for further junction improvements will be kept under review throughout the Plan period and updates will be reflected in future iterations of the IDP. The

section below outlines improvements to other junctions that may be required in future, and the work that is progressing in delivering these.

### *Victoria Road*

6.32. Highways England have indicated that improvements to this junction are needed to support any further growth within Thornton and Poulton, with improvements being particularly critical to development within Thornton.

6.33. The former Fleetwood-Thornton Area Action Plan [AAP] proposed a scheme at this junction as part of its Sustainable Transport Strategy. This scheme comprised the widening and realignment of all arms at the junction to provide more entry capacity, and a wider circulatory as detailed below:

- A585(T) north – extra lane on both the approach and exit slips. Provision of two lane path from A585(T) north to south through the junction;
- Victoria Road East – additional lane on both the approach and stop line;
- A585(T) South – additional lane on both the approach and stop line. Extended two lane merging section on the exit link;
- Morrisons – additional lane at the stop line; and
- Victoria Road West – additional lane on approach to the stop line and extended two lane merging section on the exit link.

6.34. This scheme alone does not offer sufficient mitigation for the level of traffic forecast in the 2031 assessment year. The installation of traffic signals on the A585 North and South arms to better regulate traffic flow through the junction could ensure acceptable traffic flows. Appendix J to the CH2M study shows a proposal for how the junction could be altered to support the levels of growth set out in the Plan.

6.35. Highways England has an aspiration to improve the junction (along the lines of what was envisaged by appendix J of the study). Highways England is completing feasibility work during the course of 2017/18 to identify what an achievable, optimum improvement at the junction may need to look like. Notwithstanding any need to carry out further feasibility work beyond 2017/18, the intention is that a funding bid to design and deliver an optimum solution at the junction would then be tabled at the earliest available opportunity thereafter. However, whilst Highways England aspire to improve the junction, there is currently no funded commitment to deliver a scheme.

6.36. The Council is working with LCC and Highways England to explore potential funding opportunities and developer contributions from sites towards a scheme at this junction. The project may also be considered for National Productivity Investment Funding. It is possible that this scheme will not be delivered until the next five year funding period i.e. 2021-2025. No phasing of development has been requested from partners. Funding of the scheme could be provided from a number of sources. The cost of the scheme is likely to be around £3 million.

*Thistleton Road/Mile Road (Windy Harbour – M55 Junction 3)*

6.37. The modelling carried out in the Wyre Local Plan - A585(T) Corridor evidence base showed that the length of queues, interaction with the right hand filter lanes and high mainline flows resulting from forecast traffic levels would pose a serious safety consideration at this junction. The study did not identify a finalised package of mitigation measures but notes that solutions may involve the removal of right turn movements at the junction (which will force local traffic to re-route) but this is a discussion which needs to be held with the Local Highway Authority, Lancashire County Council, before any decision to promote this as a solution is taken. By way of example a signalised roundabout would cost in the region of £1.5 – 3 million.

6.38. The proximity of the junction to the A585 Windy Harbour to Skippool major improvement scheme means that any potential solution here will need to take account of the traffic impacts of the preferred option of the major scheme, once this has been confirmed and the project has Development Consent Order approval. Further work is therefore needed by Highways England and LCC to understand the implications of the major scheme preferred route on how the junction at Thistleton is likely to operate in the future – i.e. with anticipated Local Plan development and the major scheme in place – before the scope of any improvement scheme (and hence feasibility work) can be defined.

6.39. Upon finishing this feasibility work, any suitable solution identified will be submitted for inclusion within HE's forward programme works at the earliest opportunity thereafter. In isolation, any scheme is likely to be delivered after the major scheme and dependent on the scale of intervention required may require contributions from development to ensure delivery. The need for a major improvement between M55 Junction 3 and Windy Harbour has been raised with TfN and will be considered through the 'Connecting Energy Coasts' Strategic Development Corridor Study that TfN has commissioned in 2017. Any scheme would be developed during RIS2 and delivered through RIS3.

6.40. HE, LCC and the Council are comfortable that the committed schemes can support the vast majority of the growth identified in the Local Plan. The need for further junction improvements will be kept under review throughout the Plan period and updates will be reflected in future iterations of the IDP.

#### A6 corridor

6.41. The highway network and its operation in the vicinity of the M55 junction 1 and the A6 is complex. The scope for additional development on the A6 corridor is limited by the ability of the local and wider network to safely accommodate additional development traffic. The A6 corridor has several strategic pinch points that restrict housing development in the area of which M55 Junction 1 is the most significant. These constraints were recognised in the LCC Implications for housing development within the Proposed Wyre Local Plan evidence report.

6.42. In the last few years there has been an unprecedented number and scale of applications for housing in the Barton/Garstang/Catterall areas and other areas beyond the boundary of Wyre in this transport corridor. As a result much of the development proposed in this area of the Borough is already committed.

6.43. Lancashire County Council, as Local Highways Authority has, as part of responding to planning applications, arrived at a list of highway infrastructure requirements which must be delivered to support the permissions (allocations). These requirements are the physical components providing specific functional benefits that can provide sufficient change to overcome local, strategic and connectivity issues for all modes.

6.44. The proposed allocations (most of which already have permission) are considered acceptable subject to delivery of the following key interventions:

- Initiative 1 – A6 Barton to Garstang Sustainable Transport Strategy;
- Initiative 2 - Wider Improvement of A6 Preston Lancaster New Road/Croston Barn Road/Green Lane West/B5272 Cockerham Road/Croston Road Signalised Junction;
- Initiative 3 – Improvement of Moss Lane/Longmoor Lane Priority Junction;
- Initiative 4 – Improvement of A6/A586, 'The Avenue' priority junction;
- Initiative 5 – A6/M55 Jct. 1, Westbound off Slip Improvement. Additional lane on westbound off slip; and

- Initiative 6 - A6/M55Jct. 1, Eastbound off Slip Improvement. Additional lane on eastbound off slip.

6.45. These interventions are explained in detail in the LCC statutory comments contained at Appendix E of the LCC Implications for housing development within the Proposed Wyre Local Plan evidence report. LCC have provided an update to this contained at Appendix 1 of the IDP

*Poulton-le-Fylde Town Centre Traffic Management*

6.46. Poulton-le-Fylde suffers from serious congestion issues, a Technical Report commissioned to assess the current capacity of the local network identified that two of the eleven junctions in the town were already failing in the AM and PM peak periods.

6.47. The congestion issues have in turn led to air quality problems within the town. Any further housing growth in the vicinity of the town is likely to result in a worsening of the already unacceptable situation. The LCC Implications for housing development within the Proposed Wyre Local Plan evidence report states that a transport intervention is required to accommodate any future development in the town, and even to cater for background traffic growth.

6.48. The Report identifies that a proportion of dwellings can come forward in the town subject to delivery of the mitigation strategy as set out in Appendix F of the document (repeated at Appendix 2 of this document).

**Rail**

6.49. Wyre Borough is served by the Preston to Blackpool North railway line with a station at Poulton-le-Fylde. This is the only railway station within the Borough; the station is currently managed by Arriva. Electrification of parts of the rail network is currently underway in the North West, and is included in Network Rail's delivery plan for CP5. Electrification of the Blackpool North to Preston line was completed in May 2018. From this date most of the rolling stock will be able to run at 90mph, compared to the current maximum of 75mph, thus reducing journey times.

6.50. 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.

- 6.51. Rural areas of the district to the east of the Wyre estuary have even more limited access to the rail network, with Preston, Kirkham and Lancaster providing the main gateways (outside the Borough).
- 6.52. Officers of the Council met with representatives of Network Rail on numerous occasions to discuss services in the Borough and the potential for improvements to the network.
- 6.53. The potential for a new station at Garstang has been explored as part of the Local Plan but is not being taken forward due to feasibility constraints. Garstang is not currently directly linked to the national rail network. It is adjacent to the West Coast Main Line (WCML), one of the busiest mixed traffic railway routes in Europe. Growth is strong on the route, with important Anglo-Scottish passenger and freight services, in addition to regional services linking towns and cities in Lancashire and Cumbria with the rest of the North West (e.g. Manchester and Liverpool) and destinations further south (e.g. West Midlands, London).
- 6.54. Currently it would not be possible to stop existing services additionally at any new station on the WCML due to the section between Preston and Carlisle effectively being 'full'. The advent of High Speed 2 (HS2) in 2026, in addition to forecast growth in regional passenger and freight markets will place further pressure in this constrained part of the WCML, and it is expected that infrastructure upgrades will be required to support the full level of service aspired to in the latter part of the 2020's (as identified through the NR led West Coast Strategic Studies). Additional HS2 services planned for introduction in 2033 as well as ongoing growth in freight traffic will continue to make difficult any proposal to call at new stations built on the WCML.
- 6.55. Network Rail have indicated that work is being conducted by Transport Scotland and the Department for Transport to understand the feasibility of a separate high speed rail line between North West England and the Central Belt of Scotland. Should a scheme of this nature come to fruition, options for the WCML could be considerably different to those obtainable based on current assumptions.
- 6.56. The key issue facing the north end of the WCML is the large volume of traffic and the difference in speed between the fastest and slowest trains. Capacity could be freed up by re-routing some services away from the WCML (e.g. High Speed services onto a new high speed route), which could provide opportunities to run additional local/regional passenger services that could serve new stations on the WCML, such as Garstang.



- 6.57. Clearly this issue is quite complex and highly dependent on a number of factors, not least the viability of infrastructure to deliver additional capacity between North West England and Scotland. A WCML Route Study is starting next year and the possibility of a new station at Garstang should be explored as part of this study, this could identify the various feasibility studies (GRIP1 and 2) that would need to be completed to support this option.
- 6.58. The opportunity to re-establish a rail link from Poulton to Fleetwood has also been explored as part of the Local Plan however there are significant barriers to restoring regular main line rail services on the 'Burn Naze' branch.
- 6.59. Fleetwood is not currently linked to the national rail network, although an alignment between Poulton and Fleetwood remains almost intact (bar a section at the northern end, closest to Fleetwood town centre), having previously been a freight line to industrial sites in Wyre borough.
- 6.60. Network Rail (NR) is not currently considering any proposals or reconnection aspirations for the former 'Burn Naze' branch line, but they are aware of aspirations held by Poulton and Wyre Railway Society (PWRS) (a heritage group seeking to run heritage services on the line in question), Blackpool College and other regional stakeholders. The Blackpool and Fylde Rail Users Association are opposed to the plans to remove the connection to the 'Burn Naze' branch line and NR are also aware that local MP (Cat Smith) has stated publicly that she wishes to see the line re-instated and for Fleetwood to be re-connected to the national rail network.
- 6.61. The ongoing Blackpool Line Upgrade has removed residual track components at Poulton-le-Fylde, formerly used to access the branch line towards Fleetwood. The two reasons for removal of this infrastructure are to save on maintenance costs to Network Rail (therefore delivering a saving to the taxpayer) and also to permit higher speeds in the area. The current track layout requires additional speed restrictions, particularly due to the age of the components in situ.
- 6.62. PWRS have longer term ambitions to run heritage services through to the national network. NR has agreed a solution with PWRS that in future would allow track and other infrastructure to be placed in the current car park, which could permit a segregated access to Poulton-le-Fylde station and potentially facilitate future reconnection of the branch line to the east of Poulton station. NR believes there is a potential solution that would allow a future connection

of this line but there would need to be a business case and this would need to be brought forward by a third party.

- 6.63. Blackpool College also have aspirations to run courses for rail apprentices, which include using part of the old 'Burn Naze' branch line as a training facility for students. This aspiration isn't necessarily mutually exclusive to the ambitions of PWRS, and in fact could provide opportunities for all parties.
- 6.64. A Governance for Railway Investment (GRIP) 1 Study was undertaken on reconnection of the line in 2008 but this was not progressed to GRIP 2 due to a limited business case. The cost of a GRIP 2 study is difficult to estimate but an initial scoping study would be circa £20,000 to confirm the GRIP products required and the scope of the full study (which would include full refresh of the existing 2008 study). It is very difficult to estimate costs of reconnection in advance of the scoping study.
- 6.65. There are significant barriers to restoring regular main line rail services on the 'Burn Naze' branch. Aside from requiring additional capacity between Poulton and Preston (and beyond), or diverting a service from Blackpool North towards Fleetwood, it is not believed possible to deliver a link and station in the centre of Fleetwood, which would act against any potential business case, particularly when assessing demand for such a service (and therefore infrastructure). It is considered that a rail connection to central Fleetwood is not an achievable solution within the Plan period to support housing growth in the Borough.
- 6.66. No direct improvements to rail services in Wyre are required to support growth identified in the Local Plan. What is required are improvements to supporting infrastructure. A new increased capacity car park is needed to accommodate the anticipated growth in passengers using Poulton-le-Fylde railway station. There is no suitable land in the direct vicinity of the station (in Network Rail ownership or otherwise). Land has been reserved in the housing allocation SA1/8 to provide additional car parking close to the town centre and the railway station. This car park will be delivered as part of the development of this allocation.

### **Bus**

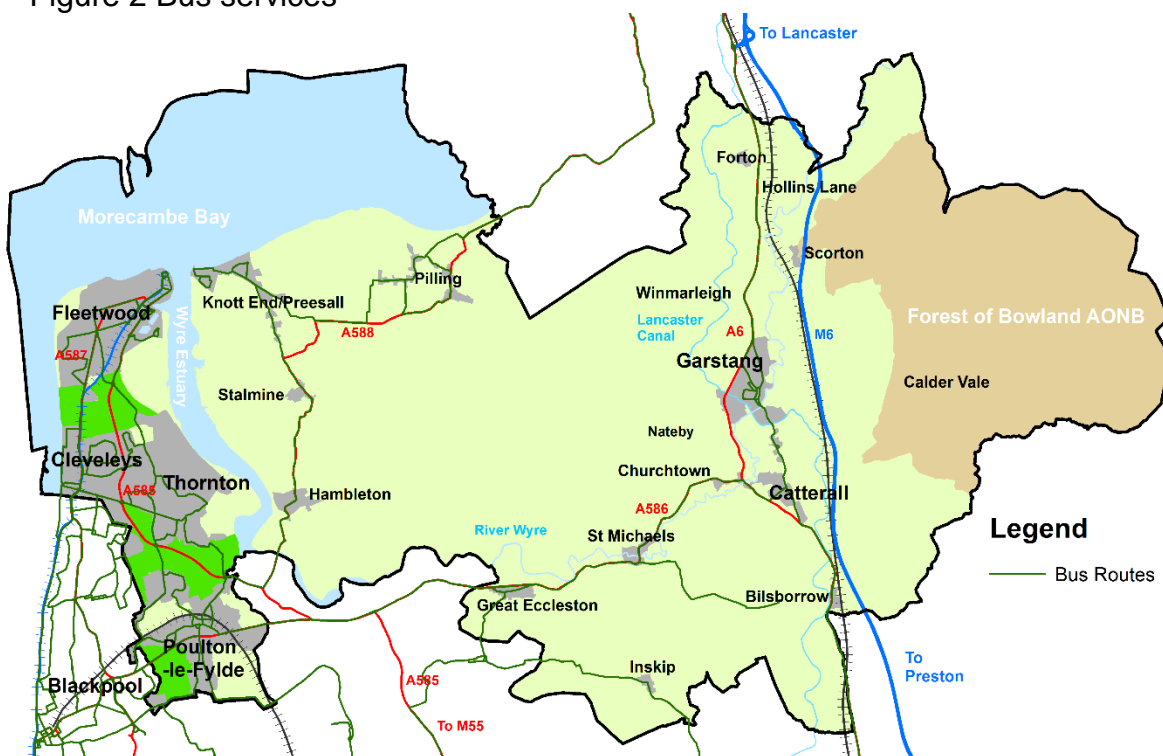
- 6.67. The network of bus routes in the Borough connects residents to destinations within the Borough and beyond including Blackpool, Lancaster and Preston. The settlements of Scorton and Calder Vale do not have access to bus services however there are options to use Community Transport, Dial a Ride services in these areas, some areas of the Borough

also have limited services. Bus services in Wyre are mostly operated on a commercial basis by service providers, however a number of services, operated on behalf of Lancashire County Council (LCC), are also provided. These services are currently:

- 75 Fleetwood – Cleveleys - Poulton – Kirkham – Preston
- 76 Blackpool – Poulton – Great Eccleston – Kirkham – Lytham
- 77 Blackpool – Poulton – Great Eccleston – Inskip – Preston
- 77A Myerscough – Great Eccleston – Inskip - Preston
- 89 Knott End – Pilling – Lancaster

6.68. In September 2017, a decision of LCC Cabinet committed to spend additional funding on the Tendered Bus Network. The extra funding committed two phases of service enhancements to be implemented in December 2017 and February 2018. The aims of this additional funding are to link communities, particularly in rural areas where people who do not have access to a car are most reliant on public transport services, and increase the frequency of a number of services where there is most demand, to try and create more sustainable services for the future. Following a LCC Cabinet decision in September 2017. Figure 2 shows the existing bus services running in the Borough.

Figure 2 Bus services



6.69. Public transport connections to new development will be an essential requirement both for sustainability and to manage traffic growth. In the future, there will be a need to ensure that

any form of public transport provided to support development can be self-supporting in the long term without requiring further public subsidy.

### **Cycling**

- 6.70. There are a number of dedicated cycle routes within the borough, many off road, cycling is also permitted on bridleways within the borough. The cycling facilities are better on the urban peninsula than across the rest of the Borough, though there are a number of leisure routes in the Forest of Bowland AONB, mainly along existing bridleways. Wyre has fewer cycle facilities than other areas within Lancashire, but there are aspirations to increase the network.
- 6.71. The Fylde Coast Highways and Transport masterplan has reference to cycling including committed improvements to the A585 corridor and aspiration for a Knott End – Lancaster cycle way linking with the English coast path. The Coast path will be opened by 2020 (around the whole of England).
- 6.72. LCC are currently working on a new Cycling and Walking Strategy. The strategy will shape local spending priorities aimed at developing Lancashire's walking and cycling offer over the next ten years, building on the range of high quality walking and cycling routes already in the County. The strategy identifies economic growth, health and wellbeing, community and the environment as the key drivers for investment. The strategy includes information on how activities relating to Place, People, Promotion and Policy will be used to deliver the strategy vision. Consultation on the strategy was carried out in early 2017, and it is anticipated that the final strategy will be reported to the County Council cabinet in summer 2018, with adoption shortly after. Following adoption of this document it is anticipated that District specific plans will be drawn up.
- 6.73. There is a need for new development to support cycling, new development should provide storage for cycles and where possible provide off road cycling routes. LCC want to see improvements to cycle connections through the development of the Fylde Coast Cycle Network and through investment as part of new development.

### **Tram**

- 6.74. The Fylde Coast is well known for Heritage Trams and has a well-connected tram network with services operating between Starr Gate (south of Blackpool town centre) to north Fleetwood via Cleveleys. The tram network was upgraded in 2012 which saw the replacement of 11 miles of track and the introduction of a fleet of 16 state-of-the-art

trams. There are plans to extend the tram network from North Pier to Blackpool North railway station. This Tramway extension project has been confirmed by the Department for Transport (DfT), and is part funded by Transport for Lancashire and the private sector. The Tramway extension is currently under construction and the first tram services on the extension are expected in 2019. The cost of the extension also includes two brand new Flexity2 trams to run on the tramway to cope with the extra passenger demand.

6.75. The proposed extension would improve services for users of the network and provide easy access to the railway station for longer onward journeys from Fleetwood and Cleveleys.

6.76. Currently LCC pays a maintenance fund for the tram; now supported by a transitional grant from government. It is unclear if this will be maintained into the future.

## 7. Utilities

### Electricity

7.1. National Grid owns, manages and operates the high-voltage transmission (typically 275,000 and 400,000-volt overhead lines) system through Wyre. National Grid have confirmed that the proposed level and location of growth in the Local Plan is unlikely to result in any electricity transmission issues.

7.2. Electricity North West owns, operates and maintains the North West's electricity distribution network. The bulk of electricity enters Electricity North West's network from the National Grid and travels through the 132kV network to substations where the voltage is transformed to enter the 33kV network. Similar transformations take place from 33kV HV (high voltage) to LV (low voltage) to ensure safe delivery of electricity to the home. Some business users need higher voltages.

7.3. It is anticipated that electricity connections will continue to be provided by the private sector over the Local Plan period. The table below shows the current utilisation of a number of local higher voltage substations:

Substation	Category	Current substation firm capacity under single circuit outage conditions	Substation current Maximum Demand	Substation current Maximum Demand as % of Substation Firm Capacity
Substation Name	Voltage	MVA	MVA	%
Thornton	132kV - EHV	75.00	63.40	85%
Copse Rd	EHV - HV	22.86	18.46	81%
Garstang	EHV - HV	13.72	10.80	79%
Preesall	EHV - HV	23.00	10.61	46%
Rossall	EHV - HV	5.00	2.20	44%
Thornton	EHV - HV	22.86	15.65	69%

7.4. Electricity Northwest are normally able to provide the required infrastructure to serve new development through exercising their statutory powers and by agreement with the relevant parties. The projected increase in load growth associated with new development is anticipated to be accommodated from existing capacity.

### Gas

7.5. National Grid owns and operates the National Transmission System (NTS) throughout Great Britain. National Grid had previously owned the Gas distribution network in the Wyre district

area (known as National Grid Gas Distribution Ltd) however, National Grid Gas Distribution Ltd was sold on 31<sup>st</sup> March 2017 and began business under their new brand name (Cadent) on 1<sup>st</sup> May 2017. National Grid does not sell gas. Gas is delivered to nine reception points, or terminals, by gas producers. From the terminals, gas enters the NTS, which is the high-pressure part of National Grid's pipeline network. The gas to homes or businesses is supplied by a Gas Supplier such as British Gas, Scottish Power, N Power or Powergen. Developments will require their own connection. It is anticipated that gas will continue to be provided by the private sector over the Local Plan period.

7.6. A considerable part of the rural area of Wyre is 'off gas' i.e. there is no gas connection or the likelihood of any due to the distance from the system over the Local Plan period.

7.7. National Grid have confirmed that gas transmission is not an issue in the Borough and gas distribution is a question of network design. The capacity of the network is about the makeup of the network, it is anticipated that the required infrastructure to serve new development will be implemented by the private sector.

7.8. There should be no expectation to develop land around the major hazard pipelines other than in accordance with Health and Safety Executive (HSE) guidance and with the pipeline in its current form. The advice of the HSE must be adhered to regarding any development near major hazard pipelines.

### **Water**

7.9. United Utilities PLC (UU) has a statutory duty to develop and maintain an efficient and economical system of water supply within its area. It also has a statutory duty to ensure that adequate water treatment infrastructure is provided to meet the requirements of new development.

7.10. All water companies have a duty to produce water resource plans covering how they intend to provide sufficient water to meet their customers' needs over the next 25 years. In addition to this, water companies submit proposals to the regulator, Ofwat, every five years to determine price limits. Therefore, while water resource management plans may identify projects to ensure the provision of reliable supplies of water over the next 25 years, it is through this five-year planning cycle that the funding for new resource development or improvements is secured. As a result there is a degree of uncertainty regarding investments for projects beyond the five year planning cycle.

- 7.11. Proposals for the next 5 year period are contained in the published five-year Asset Management Programme (AMP). The plan covers aspects such as building new and modernising existing water pipes to ensure a reliable supply, reducing the number of overflows from sewers and improving water and wastewater treatment works to deal with growing population and climate change.
- 7.12. United Utilities have confirmed that they do not consider the development proposed to result in capacity issues with regards to water supply. If improvements are deemed to be necessary to increase capacity levels the scale of any works will be assessed by UU and any improvements required will be incorporated into future funding bids made by United Utilities via the AMP process.

### **Waste Water and Drainage**

- 7.13. UU is also responsible for sewerage services across the Borough. As with the case of water companies, sewerage companies have a legal obligation to ensure that adequate sewer treatment infrastructure is provided to meet the requirements of new residential development.
- 7.14. Similarly to the water supply industry, the sewerage industry works in five-year planning cycles, in which proposals are submitted to the water and sewage regulator, Ofwat, to determine future price limits. As the Ofwat funding programme only looks forward 5 years, there can be no certainty as to sewerage provider's investment programme. As a result it needs to be certain that development will take place before it can allocate funds to develop infrastructure.
- 7.15. United Utilities have indicated that improvements may be necessary to waste treatment works to increase capacity levels. The scale of any works will be assessed by UU and any improvements required will be incorporated into future funding bids made by United Utilities via the AMP process.
- 7.16. UU have raised concerns over the level of development taking place in some of the smaller settlements in the borough (e.g. Forton). They note that existing settlements will generally be supported by infrastructure which is proportionate to its size. Disproportionate growth in any settlement, especially small settlements, has the potential to place a strain on existing water and wastewater infrastructure. They have highlighted the importance of ensuring suitable surface water discharge mechanisms are in place for all sites which avoid



connection to the public sewer where possible. The Council has explored drainage options for each allocation in the Local Plan.

7.17. The IDP sets out below details of how each allocation is expected to drain to ensure surface water is dealt with sustainably. All sites are expected to follow the drainage hierarchy set out in policy CDMP2 in the first instance. Where residual surface water arises a preferred route is identified below and shown on the map in Appendix 3. Most surface water is expected to drain to one of the Borough's Main Rivers. Main Rivers are maintained by the Environment Agency, and this is expected to continue over the Plan period.

7.18. In some instances the proposed drainage solution requires connection to a local watercourse which is currently unmaintained. To ensure that sites can drain acceptably for the lifetime of the development contributions may be required towards management and maintenance of the relevant local watercourses for the lifetime of the development.

7.19. The Council are exploring the potential of introducing a standard contribution rate per metre for the length of the local watercourse that a site will drain through. The contribution would be levied to ensure that sites can drain acceptably for the lifetime of the development.

7.20. If windfall sites come forward in the same area that an allocation is paying for maintenance of a local watercourse which the windfall development will also use, then the windfall development will be expected to contribute to the maintenance of the watercourse. This would reduce the amount needed to be funded by the allocated site.

Ref	Name	Destination	Connecting Local Watercourse Name	Length (m)
SA1/1	West of Broadway	No watercourse available - follow drainage hierarchy	x	x
SA1/2	Lambs Road, Thornton	River Wyre	Underbank Road	800
SA1/3	Land between Fleetwood Road North and Pheasant Wood	River Wyre via Springfield watercourse	New Route	300
SA1/5	South East Poulton-le-Fylde	River Wyre via Main Dyke	Oldfield Carr Lane	500
SA1/6	Garstang Road	River Wyre via Main Dyke	x	x
SA1/8	Blackpool Road	River Wyre via Horsebridge Dyke and Skippool Creek	x	x

Ref	Name	Destination	Connecting Local Watercourse Name	Length (m)
SA1/9	South Stalmine	River Wyre via Wardley Pool	New route	400
		River Wyre via Grange Pool	Culverted watercourse	1050
SA1/10	Garstang Rd, Pilling	Existing system to Morecambe bay via Broad Fleet Drain	x	x
SA1/11	Norcross	River Wyre via Royles Brook and Hillylaid Pool	x	x
SA1/12	Arthurs Lane	River Wyre via Wardleys Pool	Local watercourse and Kiln Lane watercourse	2000
SA1/13	Inskip	River Wyre via Inskip Brook	Local Watercourse	1050
		River Wyre via Inskip Brook	x	x
SA1/14	North New Holly Hotel, Hollins Lane	Morecambe Bay via River Cocker	New highway drain adopted by UU. Laburnum Nurseries. Local watercourse	3100
SA1/15	East of Hollins Lane, Hollins Lane	Morecambe Bay via River Cocker	Culverted to Laburnum Nurseries. Local watercourse	3250
SA1/16	Cockerham Road, Garstang	River Wyre at Sainsburys	Culverted sewer	1450
SA1/17	Prospect Farm, Garstang	River Wyre via Ains Pool	New route	300
SA1/18	South of Kepple Lane	River Wyre	x	x
SA1/19	Bowgreave House Farm, Bowgreave	River Calder	Culverted watercourse/new pipe	450
SA1/20	Garstang Road, Bowgreave	River Calder via Little River Calder	Local Watercourse	500
SA1/21	South Calder House Farm	River Calder via Little River Calder	x	x
SA1/22	Garstang Golf Club, Bowgreave	River Calder	Culverted watercourse/new pipe	200
SA1/23	Daniel Fold Farm Phase 1, Catterall	River Calder or Wyre or River Wyre via Yoad Pool	Connection to Wyre via Collinsons	150
			Local/Culverted watercourse	1400
SA1/24	Daniel Fold Farm Phase 2, Catterall	River Wyre or River Calder or River Wyre via Yoad Pool	Local/Culverted watercourse	1100
SA1/25	Garstang Road, Barton	Canal	Local watercourse. Survey undertaken	700
SA1/26	Shepherds Farm, Barton	Canal	Local watercourse. Survey undertaken.	950

Ref	Name	Destination	Connecting Local Watercourse Name	Length (m)
SA1/27	Rear 867 Garstang Road, Barton	Canal	Local Watercourse	800
SA2/1	Carrfield Works, Preesall Hill	Existing system	x	x
SA2/3	Riverside Industrial Park Extension, Catterall	River Wyre	x	x
SA2/4	South of Goose Lane, Catterall	River Wyre via Yoad Pool	Local Watercourse (unadopted Yoad Pool)	1250
SA3/1	Fleetwood Docks	River Wyre via Docks	x	x
SA3/2	Joe Lane, Catterall	River Wyre via Yoad Pool	Local Watercourse	800
SA3/3	West of Great Eccleston	River Wyre via Thistleton Brook	Existing watercourse.	1600
SA3/4	Forton Extension, Forton	Morecambe Bay via River Cocker	Via existing watercourse	2550
		Morecambe Bay via River Cocker	Watercourse/culvert and Potters Brook	2050
SA3/5	West of the A6, Garstang	River Wyre and Canal	Ains Pool and private watercourse and culvert	600
SA4	Hillhouse Technology Enterprise Zone	River Wyre via Springfield or Royles Brook	x	x
SA5	Fleetwood Port	River Wyre	x	x
SA6	Conway, West of the A6, Garstang	River Wyre at Sainsburys	Watercourse to culverted	2250
SA7	Brockholes Extension	Direct to Canal	x	x

### *Outfalls / Tidal Flaps*

7.21. At the end drainage routes outlined above the surface water flows out through a number of outfalls and “tidal flaps” into the river Wyre.

7.22. The main outfalls that are likely to be impacted by the anticipated growth are located at Main Dyke, Ramper Pot, Horsebridge Dyke, Yoad Pool and Wardleys Creek. The outfalls at Ramper Pot and Horsebridge Dyke are currently operating close to capacity. The outfall at Main Dyke has some residual capacity but will need replacement within the next 10 years to ensure it continues to function efficiently. At Yoad Pool and Wardeys Creek the outfalls require improved flaps to prevent backflow along the main watercourse. Development in the

vicinity of the outfalls which will drain to these outfalls will be expected to contribute towards the upgraded replacement of the outfalls.

7.23. It is anticipated that these improvements would be developer led and funded, subject to Environment Agency approval.

## 8. Telecommunications

- 8.1. Telecommunications form a vital component of economic competitiveness, emergency response and recovery and quality of life. Today, residents and businesses in the Borough expect easy communications and as such demand for telecommunications infrastructure is expected to grow in line with housing and employment growth over the Local Plan period.
- 8.2. Telecommunications cannot operate without a network of base stations and supporting infrastructure, it is therefore important that the necessary infrastructure can be delivered in line with growth across the Borough over the Local Plan period. Telecommunications infrastructure is continually evolving. The Council will work with operators to ensure that new and improved telecommunications infrastructure is delivered sustainably over the Local Plan period in line with technological advances.
- Mobile Phone Coverage**
- 8.3. In terms of mobile phone coverage most residential parts of the area have reasonable mobile phone coverage, however the rural east and uplands experience some problems with network coverage.
- 8.4. Public perception to mobile phone infrastructure has changed in the last 10 years; where before the majority of objections to new infrastructure were centred on health concerns, now the majority of concerns are requesting enhanced coverage.
- 8.5. The development of further mobile phone infrastructure in the Borough will be market-led. It is considered that the existing networks will be able to cope with the additional demands created by the level of development proposed in the Local Plan but site specific improvements will be required, particularly in relation to capacity.
- 8.6. Data capacity has now become the main consideration in the telecoms industry. Data usage is currently doubling each year. A large number of people have smart phones and data connectivity and capacity is becoming a greater concern. Each base station can only handle a certain amount of traffic so telecoms companies need to update/improve base stations in order to cope with growth.
- 8.7. There are no real issues with telecommunications provision in the borough. Most future issues are likely to be surrounding the capacity of sub stations as data demand increases. The Plan

contains a supportive policy (EP13) to help ensure that sufficient upgrades are delivered in a timely manner.

### **Broadband**

8.8. Most areas of the borough have a good standard of broadband access; broadband coverage appears only to be an issue in the very remotest parts of the Borough.

8.9. Lancashire Superfast Broadband is a joint project between the County Council, the unitary authorities of Blackpool and Blackburn with Darwen Councils and the twelve district authorities of Lancashire. The programme is intended to transform the broadband landscape across the county by extending access to fibre broadband.

8.10. The project is being funded by the European Regional Development Fund, BT, BDUK, and local councils: Lancashire, Blackburn with Darwen and Blackpool.

8.11. Currently around 49,500 of the 52,800 premises in the Borough are able to order superfast broadband (94%). Of the 3,300 currently not covered, plans are in place as follows:

- One further structure in Pilling which will go live shortly (300 premises)
- A further 1,500 are planned to receive service under programme Phase 2 (extending coverage in Fleetwood, Forton, Cleveleys, Garstang, Great Eccleston, Hambleton, Pilling, Brock & St Michaels)
- A further 500 premises covered by the BT Commercial Programme

8.12. These plans will bring the coverage of Wyre Borough up to 98%. Whilst the service is widely available the current take up is only about 27.2%.

8.13. In the most remote areas of the borough not covered by fibre roll out plans the local community could look at a partnership under the BT Community Fibre Programme. This programme involves local communities part funding fibre broadband delivery to areas where commercial and public funded solutions are not available.

[www.communityfibre.bt.com/](http://www.communityfibre.bt.com/)

8.14. With regard to future provision the Government has worked with Openreach and the Home Builders Federation (HBF) on an agreement which aims to deliver superfast broadband connectivity to new build properties in the UK. The deal will mean that fibre based broadband is offered to all new developments registered to be built from 5th February 2016 onwards, either for free or as part of a co-funded initiative. For developments of 100+ units,

Fibre to the Premises (FTTP) will be provided for free. From November 2016, it will be free for all new housing developments of 30 or more homes.

- 8.15. Openreach provides a developer's handbook which provides a guide on how to provide a network across a development that is suitable for communication services for future occupants, providing information on matters such as laying ducts under carriageways and wiring homes for broadband.
- 8.16. BT has an obligation to provide telephone connectivity to new developments. The main constraint in relation to broadband is the location of existing telephone exchanges and cabinets. New development set out in the Plan will be linked to the national broadband and telephone network on a site by site basis by the developer of the site. Openreach recommends that sites are registered with them at least nine months before first occupancy date. For many sites Openreach will be recommending FTTP technology, and nine months is the lead time for this technology.

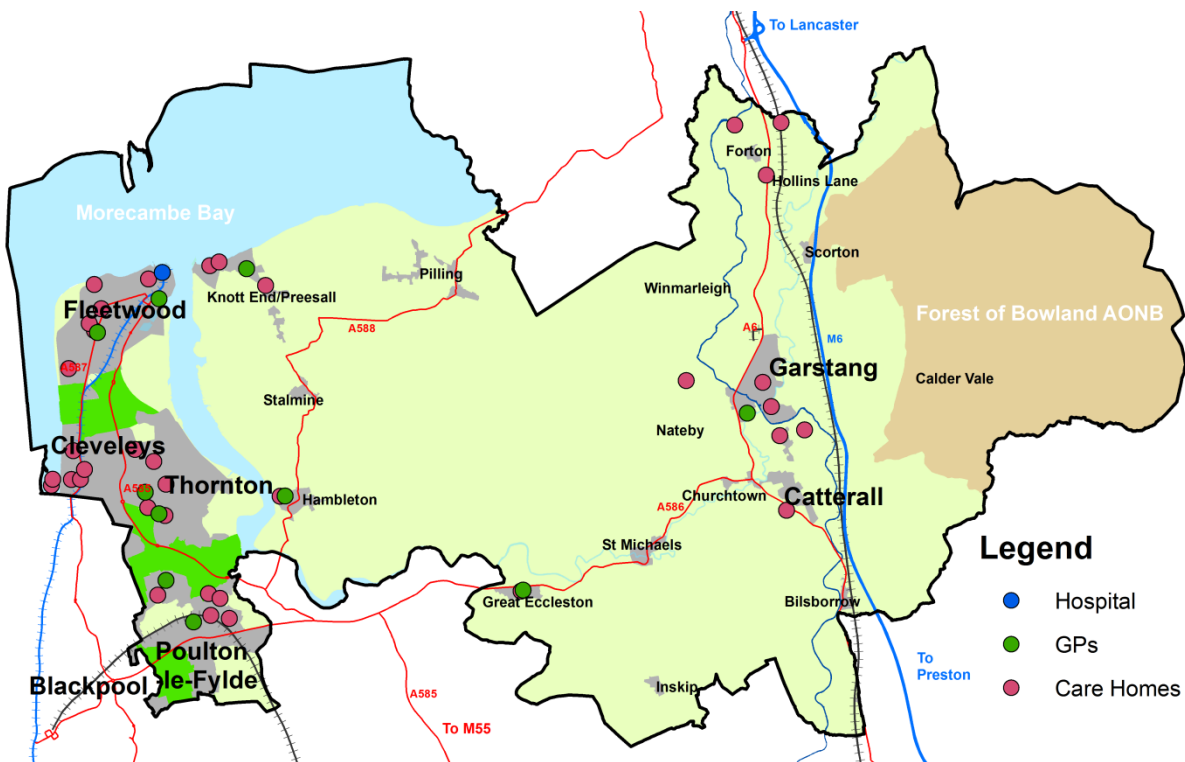
# Social Infrastructure

## 9. Health

9.1. In Wyre there is 1 hospital in Fleetwood although it does not have an A&E department, 10 doctor's surgeries and health centres and 33 care homes as illustrated in Figure 3.

9.2. In addition there are a number of NHS dentists, care homes, pharmacies and opticians across the Borough. The majority of these are commercially driven and will locate where there is demand. Therefore there is less need to actively plan for these services.

Figure 3 Health infrastructure



9.3. Primary Health Care in Wyre is commissioned and delivered by Clinical Commissioning Groups (CCGs). CCGs are clinically-led statutory NHS bodies responsible for the planning and commissioning of health care services for their local area. The CCGs work closely with NHS England to ensure adequate health provision within the area. Some CCGs have greater commissioning powers than others, these can broadly be split into three levels:

- Level 1 NHS England does most commissioning
- Level 2 Co-commissioning
- Level 3 CCG has most roles and responsibilities



9.4. NHS Fylde & Wyre CCG (Level 3) covers Wyre and oversees [20 GP practices](#) primarily serving the local authorities of Fylde and Wyre, with 98% of the total registered population coming from these two districts.

9.5. An increase and change in the composition of Wyre's population over the Local Plan period could place additional pressure on health care facilities in the Borough and generate the requirement for improvements to existing facilities or direct provision or contributions towards new purpose built premises.

Area	Forecast and Current capacity	Proposed Housing Growth 2011-2031	Future Capacity
Fleetwood	There is current capacity at existing surgeries	There are 159 dwellings on sites with planning permission and a further 145 dwellings expected on allocated sites by 2031	There is expected to be sufficient capacity in existing surgeries to cater for increased demand.
Thornton and Cleveleys <sup>4</sup>	There is no patient capacity in existing surgeries.	There are 656 dwellings on sites with planning permission and a further 686 dwellings expected on allocated sites by 2031.	It is considered that there is sufficient flexibility/capacity in existing surgeries to expand and cater for increased patient demand without the need for additional branches. Any increase in patient capacity can be accommodated in existing surgeries,
Poulton-le-Fylde	There is no patient capacity in existing surgeries.	There are 949 dwellings on sites with planning permission and a further 300 dwellings expected on allocated sites by 2031.	It is considered that there is sufficient flexibility/capacity in existing surgeries to expand and cater for increased patient demand without the need for additional surgeries. Any increase in patient capacity can be accommodated in existing surgeries.
Over Wyre (Pilling, Knott End/Preesall, Stalmine, Preesall Hill, Hambleton)	Preesall surgery has recently expanded and has spare patient capacity. There is also a branch surgery in Hambleton.	There are 450 dwellings on sites with planning permission and a further 103 dwellings expected on allocated sites by 2031	It is considered that there is sufficient flexibility/capacity in Over Wyre to cater for increased patient demand in the existing surgery. In Hambleton, there may be a need to extend the branch surgery or increase its frequency to cater for the increase patient demand.
Great Eccleston	There is no patient capacity at the existing surgery.	There are 205 dwellings on sites with planning permission and a	There is a need for a new surgery to be constructed to accommodate the increased demand for healthcare in Great Eccleston (and from

<sup>4</sup> The figures here include housing at Norcross which in the Local Plan comes under Cleveleys.

Area	Forecast and Current capacity	Proposed Housing Growth 2011-2031	Future Capacity
		further 385 dwellings expected on allocated sites by 2031	surrounding areas). This will be a relocation of the existing practice and will help resolve existing capacity issues at the current practice and deliver new models of care.
Inskip	There is no patient capacity at the nearest existing surgery in Great Eccleston.	There are 66 dwellings on sites with planning permission and a further 100 dwellings expected on allocated sites by 2031	Most residents in Inskip use the existing surgery in Great Eccleston which is already at capacity. Development here will help support the new health facility as described above.
Forton and Hollins Lane	The villages are currently served by the practice in Garstang. There is limited spare capacity in the existing practice in Garstang.	There are 96 dwellings on sites with planning permission and a further 310 dwellings expected on allocated sites by 2031.	Growth of this scale will place additional pressure on the existing facility at Garstang. It is anticipated that a new branch surgery will be established within a community building in Forton to serve new residents.
A6 corridor (Garstang, Bowgreave, Catterall, Bilsborrow, Barton)	There is limited patient capacity in the existing surgery	There are 1,311 dwellings on sites with planning permission and a further 330 dwellings expected on allocated sites by 2031	Growth of this scale will place additional pressure on the existing facility at Garstang. It is anticipated that this surgery will be expanded as required.

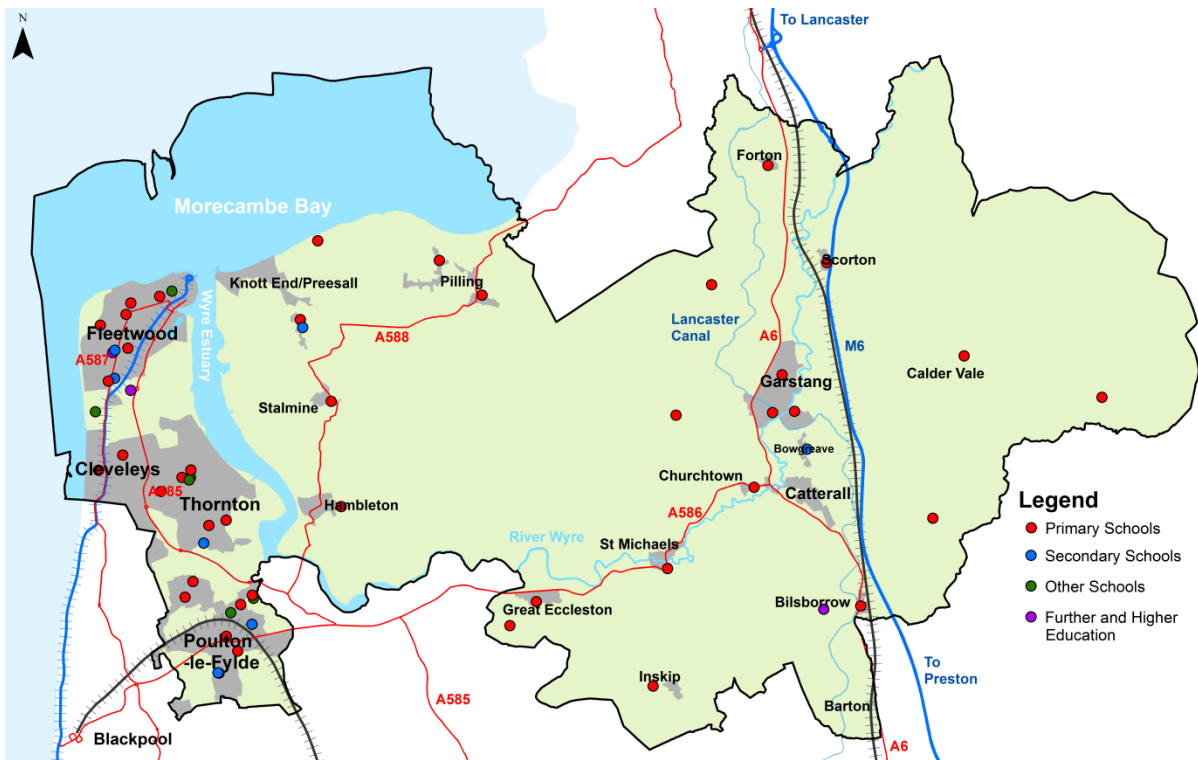
9.6. As the above table shows there is a need for improvements to health facilities across Wyre.

These works will be funded by a mixture of NHS funding and developer contributions.

## 10. Education Facilities

- 10.1. Lancashire County Council (LCC) is the Education Authority that covers Wyre borough. They have a statutory responsibility to ensure that there is sufficient capacity and a high quality of educational provision for primary, secondary and special educational needs (SEN) children and young adults, as well as an early year's provision (EYP).
- 10.2. Basic need funding is given to education authorities by central government each year to ensure there are enough school places for children in their area. It is allocated on the basis of a comparison of forecast pupil numbers with school capacity, with shortfalls in capacity attracting funding
- 10.3. Pressure for additional school places can be created by an increase in the birth rate, new housing developments, greater inward migration and parental choice of one school over another. If local schools are unable to meet this demand, new development can generate adverse impacts on local educational infrastructure.
- 10.4. In Wyre there are a total of 43 primary schools, 7 secondary schools and 5 other types of schools (i.e. pre-school, pupil referral and special schools). There is also Rossall School (founded in 1844), a fee paying co-educational, independent school, between Cleveleys and Fleetwood. There are also two higher and further educational establishments in Wyre; Myerscough College in the eastern part of the borough and the Nautical Campus in Fleetwood which forms part of Blackpool and Fylde College. Myerscough College specialises in education and training for the land-based and sports industries. For example, golf, football, agriculture, horticulture and landscaping, animal care and equine studies. The Nautical Campus specialises in a range of maritime and nautical courses.

Figure 4 Education infrastructure



- 10.5.
- 10.6.
- 10.7.

10.8. Figure 4 shows the distribution of schools across the Borough.

10.9. The primary schools feature mainly in the larger settlement areas but are located to some extent in the smaller villages and rural areas. Secondary schools are concentrated in the main settlements of Fleetwood, Thornton and Poulton and in the east of the borough at Bowgreave.

10.10. Planning for schools takes place on a shorter timescale than the Local Plan; LCC consider the next five years when assessing current capacity of schools, with monitoring of provision taking place annually.

10.11. The draft Lancashire “School Place Provision Strategy 2017/18 – 2019/20” looks at current capacity within existing schools and shows the number of surplus school places across the Borough. The table below summarises its findings:

Sub-Area	Total on Roll	Net Capacity	Surplus Places
Bleasdale, Calder and Claughton	72	161	89
Fleetwood	2115	2310	195
Garstang and surrounds	1149	1283	134
Great Eccleston	164	261	97
Over Wyre	726	839	113
Poulton-le-Fylde and Staining	1694	1690	-4
Thornton/Cleveleys	1610	1900	290

	Total on Roll	Net Capacity	Surplus Places
Secondary schools	5883	6822	939

10.12. The proposed housing allocations of the Plan have been shared with LCC and discussion about the pressure these will place on the current education facilities has been discussed. The tables below show the growth in pupil numbers associated with the allocations and identify the measures that need to be put in place to ensure development can be accommodated sustainably.

### **Primary**

10.13. The table below illustrates the existing and forecasted primary school capacity over the plan period in the Borough taking into account the allocations in each sub area.

Area	Forecast and Current capacity	Proposed Housing Growth 2011-2031	Future Capacity
Fleetwood	There is current capacity within primary schools in the area.	There are 159 dwellings on sites with planning permission and a further 145 dwellings expected on allocated sites by 2031	Based on a yield of 0.38 per dwelling, approximately 55 primary school places would be required to support the proposed level of housing growth in Fleetwood. There is expected to be sufficient capacity at existing schools to accommodate pupils.
Thornton-Cleveleys <sup>5</sup>	There is no capacity in existing schools in Thornton; S77	There are 656 dwellings on sites with	Based on a yield of 0.38 per dwelling, approximately 261 primary school places would be required to support the

<sup>5</sup> The figures here include housing at Norcross which in the Local Plan comes under Cleveleys.

Area	Forecast and Current capacity	Proposed Housing Growth 2011-2031	Future Capacity
	<p>regulations dictate that existing schools have no capacity to expand (due to playing fields protection).</p> <p>There is current capacity within primary schools in Cleveleys.</p>	<p>planning permission and a further 686 dwellings expected on allocated sites by 2031.</p>	<p>remaining proposed level of housing growth in Thornton-Cleveleys. There is expected to be insufficient capacity in the local schools in Thornton and therefore it is necessary to reserve a 2.1ha site for the provision of up to a 2FE primary school.</p>
Poulton-le-Fylde	<p>Primary schools in Poulton are oversubscribed and there is no further capacity</p>	<p>There are 949 dwellings on sites with planning permission and a further 300 dwellings expected on allocated sites by 2031.</p>	<p>Based on a yield of 0.38 per dwelling, approximately 114 primary school places would be required to support the remaining proposed level of housing growth. There is expected to be insufficient capacity in this area to support the proposed level of growth in Poulton and therefore it is necessary to reserve a 2.1ha site for the provision of a 2FE primary school.</p>
Over Wyre (Pilling, Knott End/Preesall, Stalmine, Preesall Hill, Hambleton)	<p>Local maintained schools in the area do not have sufficient site area to currently expand under S77. The remaining Academy may be willing to expand which could deal with the places coming forward. However, this is something that has not been discussed with the Academy at this time.</p>	<p>There are 450 dwellings on sites with planning permission and a further 103 dwellings expected on allocated sites by 2031.</p>	<p>Based on a yield of 0.38 per dwelling, approximately 39 primary school places would be required to support the remaining proposed level of housing growth. The extant planning permission for 165 dwellings included a contribution of land to LCC for provision of a school extension at Hambleton Academy. If the Academy agrees to this extension, it is considered capable of providing sufficient capacity for future growth. However, as this is not yet agreed it is considered prudent to reserve approx. 0.68 hectares of land for a school extension to sustain a 105 pupil place expansion or 1.36ha for new 1FE school if an extension is not capable of being implemented.</p>
Great Eccleston	<p>There is current capacity at just one school, but not sufficient to cover the 385 new dwellings.</p>	<p>There are 205 dwellings on sites with planning permission and a further 385 dwellings expected on allocated sites by 2031</p>	<p>Based on a yield of 0.38 per dwelling, approximately 146 primary school places would be required to support the remaining proposed level of housing growth. There is expected to be insufficient capacity in the local schools in Great Eccleston and therefore it is necessary to reserve a 1.36ha site for the provision of a 1FE primary school.</p>
Inskip	<p>There is limited capacity in the existing school.</p>	<p>There are 66 dwellings on sites with planning</p>	<p>Based on a yield of 0.38 per dwelling, approximately 38 primary school places would be required to support the remaining proposed level of housing</p>

Area	Forecast and Current capacity	Proposed Housing Growth 2011-2031	Future Capacity
	LCC are investigating the opportunity to buy land to expand the local school.	permission and a further 100 dwellings expected on allocated sites by 2031	growth. There is expected to be insufficient capacity in the local schools and it is necessary to reserve a 0.8ha site for the provision of an extension to the existing school.
Forton and Hollins Lane	There is limited capacity in the existing school.	There are 96 dwellings on sites with planning permission and a further 310 dwellings expected on allocated sites by 2031. Growth of this scale would require a new primary school	Based on a yield of 0.38 per dwelling, approximately 118 primary school places would be required to support the remaining proposed level of housing growth. There is expected to be insufficient capacity in the local schools and an extension to the existing school would be required. If land is available next to the existing school, 0.8 ha will be required. The school is currently around 0.7ha (0.5FE), this could be expanded to become 1FE with the scope to expand to 2FE in the future, but would require discussions with the school at an appropriate time.
A6 corridor (Garstang, Bowgreave, Catterall, Bilsborrow, Barton)	There is limited capacity in the existing schools and contributions will be required.	There are 1,311 dwellings on sites with planning permission and a further 300 dwellings expected on allocated sites by 2031	Based on a yield of 0.38 per dwelling, approximately 125 primary school places would be required to support the remaining proposed level of housing growth. There is expected to be insufficient capacity in the local schools and therefore it is necessary to reserve a 2.1ha site for the provision of a 2FE primary school.

10.14. Based on the proposed level of growth over the plan period most settlements that are due to expand as a result of housing growth are likely to have primary school capacity issues. A number of the capacity issues are likely to be resolved through expansions to existing schools. However, this may not always be possible due to land constraints, but also where local schools may not be willing to expand.

### **Secondary**

10.15. The table below illustrates the existing and forecasted secondary school capacity over the full plan period in the Borough taking into account the allocations. When forecasting pupil numbers for secondary education needs, the catchment area is the entire Borough. Therefore, regardless of where growth is predicted within the Borough, capacity is measured as a total of all secondary schools combined.

Area	Forecast and Current capacity	Proposed Housing Growth 2011-2031	Future Capacity
Wyre	Most schools in the Borough are oversubscribed at the current time.	There are 3,959 dwellings on sites with planning permission and a further 2,359 dwellings expected on allocated sites by 2031.	Based on a yield of 0.15 per dwelling, approximately 354 secondary school places would be required to support the proposed development. There is expected to be insufficient capacity in the local schools to support the proposed level of housing growth across the Borough and contributions will be required to support school expansions.

- 10.16. The above tables show that there is a need for increased/expanded secondary education infrastructure to support growth in the borough. It is anticipated that there is scope to expand local schools in the area with any expansion being funded through developer contributions.
- 10.17. 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.
- 10.18. Whilst LCC seek to provide additional places in existing schools wherever possible to maintain stability in the existing school system, provide places in a timely fashion and to achieve best value for money, it may not always be feasible to expand one or more existing schools. In such circumstances, a new school may be required to address the shortfall of places.
- 10.19. Obligations will usually take the form of a financial contribution. On larger sites where the scale is such that a school may need to expand or a new school be built the developer may be required to provide land as part of the contribution. The Council has reserved land within allocations to ensure that there is sufficient capacity within the borough if it is required. The allocations which contain an element of land reserved for provision of a school should this be needed are SA1/2, SA1/8, SA1/9, SA1/12, SA1/13, SA1/16, SA3/3, and SA3/4.
- 10.20. The Council will seek an education contribution from developers that is proportionate to the impact generated in order to mitigate against the effect of any new development on local



infrastructure. The required contribution will be levied in line with the "[Methodology for Education contributions in Lancashire](#)".

### **Specialist schools**

10.21. The Borough is served by three specialist schools which provide support for children with physical disabilities, learning difficulties and behavioural difficulties. These are:

- Great Arley School, Thornton (4-16 years, moderate and more complex learning difficulties);
- Brookfield School, Poulton (11-16 years, learning difficulties including: Autism, PMLD, SLD, MLD, HI, VI); and
- Red Marsh School, Thornton-Cleveleys (2-19 years, MLD, SLD, Autism, PMLD).

10.22. There is one Short Stay School / Pupil Referral Unit (PRU) in the Borough located at McKee College House, Poulton. The McKee Centre (Secondary) has the capacity to support 30 secondary aged pupils on its premises and up to 20 pupils with intervention and respite support, plus 15 places for work related or other alternative provision. Stepping Stones Short Stay School located in Lancaster also serves the Borough and has capacity to support 8 pupils in house, with facility to support 8 pupils on intervention in mainstream schools.

10.23. The forecasted growth in population and housing numbers in the Borough is likely to result in an increase in the number of students with physical disabilities, learning difficulties and additional needs in the Borough.

10.24. It is very difficult to attribute a specific cost to the provision of support and facilities for special educational needs. A fully serviced classroom for an intensive support centre will cost significantly more than a typical short stay school general teaching class base. There are lots of variables such as the nature of children, which affect the size of room and equipment provided.

10.25. Contributions are not sought in respect of special educational needs and disability places.

### **Early Years**

10.26. Local Authorities are required to work in partnership with the private, voluntary and independent sectors to ensure provision for child care in their area. LCC publish annually a Childcare Sufficiency Report which analyses the supply of childcare in the county. This report is supplemented by District specific reports.

- 10.27. The indication of the Wyre [annual report](#) that sets out if there is sufficient childcare provision in Wyre is that there is healthy provision of childcare, with vacancies in most provision types. It is noted in the report that assessing provision is not an exact science and is inevitably a snap shot in time when the surveys are carried out, but it is considered an accurate guide to local provision.
- 10.28. The rules around provision of childcare in schools have recently changed. Schools can now offer care for 2 year olds upwards. The anticipation is that more schools will adopt this approach meaning that provision is likely to remain satisfactory. There are several schools in Wyre looking to alter their offer to include early year's childcare.
- 10.29. Based on the information in the Annual report and discussion with LCC it is concluded that the Local Plan and its growth proposals are unlikely to cause significant issues for childcare services in Wyre. However, a new sufficiency assessment is currently being produced by LCC. With the introduction of 30 hours free childcare for some 3 and 4 year olds from the 1st September 2017, the local authority will monitor the take up of places carefully over the next two years to see how the market adapts to the new 30 hour free childcare. Any changes in circumstance will be captured in future iterations of the IDP.

#### **Further and Higher Education**

- 10.30. Post 16 education is not funded by the County Council, although local authorities have a statutory duty to secure sufficient and suitable education and training provision to meet the reasonable needs of all young people in their area. Within Wyre, Myerscough College offers a range of further and higher education courses, as does Fleetwood Nautical Campus (as part of Blackpool and The Fylde College) and Baines School and Rossall School both have attached sixth forms. However, a large number of Wyre students choose to access further and higher education across the border in Blackpool at either Blackpool and The Fylde College or Blackpool 6th Form College. The makeup of these two colleges is around 2/3 Blackpool residents 1/3 Wyre residents. Only 24% of people in Wyre access FE in Lancashire. Blackpool 6th form is the main provider.
- 10.31. Colleges and schools with post 16 provision are funded based on the number of students who participated with them in the previous year, through a system called lagged student numbers. 6th forms attached to schools are funded separately to the main school.

- 10.32. Proposed Local Plan growth is likely to result in an increase in demand for further education. Contributions are not sought in respect of sixth form and further education places and the colleges will respond as demand increases. Both Blackpool and The Fylde College and Blackpool Sixth Form College have land to expand if necessary.
- 10.33. Lancashire Adult Learning provides a number of adult learning courses across 7 locations in the Borough covering a range of topics. Lancashire Adult Learning is part of Nelson and Colne College and its primary source of income is from the Skill Funding Agency (SfA).
- 10.34. In terms of planning for future provision, the IDP can offer little in the way of ensuring provision is delivered across the plan period due to the unstable nature of government funding. Nevertheless, adult learning provision will continue to be monitored throughout the plan period to allow for the potential provision of appropriate funding if required.

## 11. Emergency services

11.1. Figure 5 shows the location of the Borough's police, ambulance and fire stations.

Figure 5 Emergency Services infrastructure



### Police

11.2. There is now only one 24/7 police station serving the Borough located in, Fleetwood. The Borough is located within the West Division of the Lancashire Constabulary policing area. Overall crime is low in Wyre, one of the biggest issues in the rural area is wildlife and rural crime, in contrast with more urban concerns on the peninsula.

11.3. Whilst the development of more houses is likely to increase demands for services, in many instances police partner organisations can resolve and help prevent issues arising. For example adequate mental health care, fire service, and ambulance can reduce pressure on the police force.

11.4. There are no identified requirements for additional police stations in the Borough over the Local Plan period. The existing facilities and the management plans and strategies in place will ensure that policing issues are dealt with appropriately in the Borough over the Local Plan period.

## **Fire and Rescue**

11.5. Lancashire Fire and Rescue Service (LFRS) is accountable to the Lancashire Combined Fire Authority (CFA) which is made up of 25 elected councillors drawn from Lancashire County Council, Blackburn with Darwen Council and Blackpool Council. LFRS delivers prevention, protection and emergency response services across the county including to the Wyre Borough.

11.6. There are three fire stations within Wyre Borough, one of which is manned with a with a 24 hour presence/retained unit and two stations that are retained<sup>6</sup>:

- Fleetwood station (Radcliffe Road) is manned with a 24 hour presence and also has a retained unit.
- Retained units are located in Preesall and Garstang

11.7. All stations within the county respond to critical emergencies within timescales which have been set by the CFA.

11.8. Lancashire Fire and Rescue Service have indicated that the growth proposed in the Local Plan would not necessitate any change in the way they provide their service. Whilst the presence of additional housing does increase fire risk, fire consideration within Building Regulations mean that new houses must meet standards which, if a fire does break out, the risk of it spreading is reduced.

11.9. When considering plans for growth across Wyre, LFRS takes into account changes and improvements to road infrastructure, this information helps the Service to decide where to locate resources, particularly when a review of fire cover arrangements is undertaken. To date there are no fire and rescue infrastructure issues envisaged over the Local Plan period in the Borough.

## **Ambulance**

11.10. Ambulances are run by ambulance trusts throughout England, roughly based on counties. The North West Ambulance Service NHS Trust (NWAS) is the second largest ambulance trust in England, providing services to a population of seven million people across a geographical area of approximately 5,400 square miles, including the residents of Wyre.

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<sup>6</sup> Retained Firefighters must live or work within close proximity of their fire station (within approximately 5 minute's drive observing safe driving practices); they have a pager if they are needed.

11.11. The NWAS has 109 ambulance stations, three emergency operations centres, one support centre, two patient transport service control centres, and two Hazardous Area Response Team buildings (one being shared with Merseyside Fire & Rescue). The Trust operates around 1,000 vehicles on both emergency and non-emergency operations. Across the whole of the North West, 170,000 emergency calls are received per year, with emergency crews attending more than 952,000 incidents each year, with around 800,000 of these requiring emergency transport. In addition, NWAS undertakes over 1.1 million non-emergency patient transport journeys each year.

11.12. The Borough is currently served by major ambulance stations at Waterloo Road and South Shore in Blackpool, Fleetwood, and St Anne's in Fylde. However, the nature of the service is that ambulances are rarely despatched from the station and are usually directed to new events whilst out and about. Response times in the Borough are regarded as poor but this is due to the predominantly rural nature of the Borough.

11.13. An increase in population as a result of new development may result in better provision, in that greater amounts of populace will generate greater demand, and therefore greater service provision. However, at the moment there are no identified requirements for additional ambulance stations to be provided within the Borough over the plan period as the NWAS consider that any increase in demand for services would have an impact on the ambulance fleet and workforce rather than a demand for new land / infrastructure.

11.14. It is understood that the NWAS will continue to review its estate and in the future there could be potential for the rationalisation of ambulance stations across the region. This situation will be monitored and reflected in future updates of the IDP.

### **Coastguard**

11.15. Her Majesty's Coastguard is a section of the Maritime and Coastguard Agency, and is responsible for the initiation and co-ordination of maritime search and rescue. This includes the mobilisation, organisation and tasking of adequate resources to respond to persons in distress at sea, or to persons at risk of injury or death on the cliffs or shoreline of the United Kingdom. The Coastguard Rescue Service is made up of volunteers and is part of HM Coastguard. In Wyre, there are coastguard stations, located at:

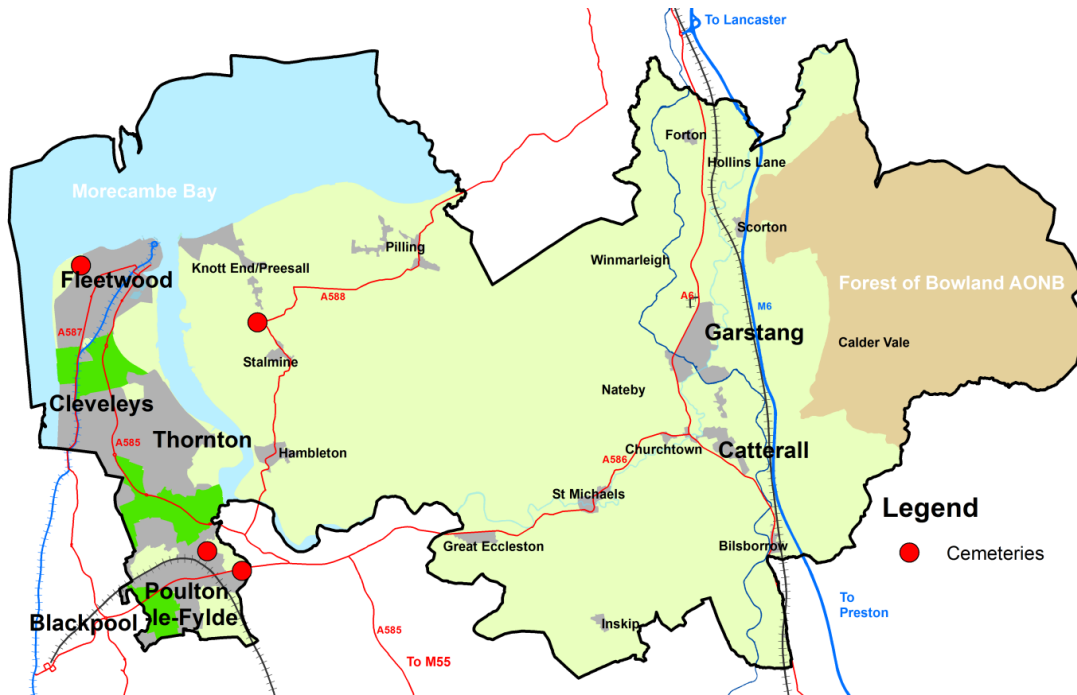
- Fleetwood;
- And Knott End.

11.16. The provision of the coast guard services is not based on growth in development but on risk. An increase to the population may mean that there is a slightly greater risk of people getting into difficulty within the sea, but the level of service delivered does not have any direct interaction with the delivery of the Local Plan.

## 12. Cemeteries

12.1. The Borough currently has four open cemeteries in Fleetwood, Preesall and two in Poulton-le-Fylde as shown in Figure 6 below. In the rural areas of the Borough the majority of burials take place in church yards.

Figure 6 Cemeteries in Wyre



12.2. The nearest crematorium is just over the administrative border into Blackpool at Robins Lane, Carleton. After that the next nearest are Lytham, Preston and Lancaster. Residents in the rural areas of Wyre are likely to travel to Preston and Lancaster rather than to the peninsula.

12.3. Based on average number of burials in a year the Borough has sufficient burial space to meet anticipated demand for most of the Plan period. On current statistics it is likely that there will be a need for additional burial capacity in Fleetwood at the end of the Plan period. If you consider Wyre as a whole there are 1504 plots remaining across the cemeteries based on a take up of total 89 plots a year this is 17 years maximum. It is likely that by the end of the Plan period additional burial space will have to be identified in Wyre and extra provision will be considered as part of a future Local Plan review.



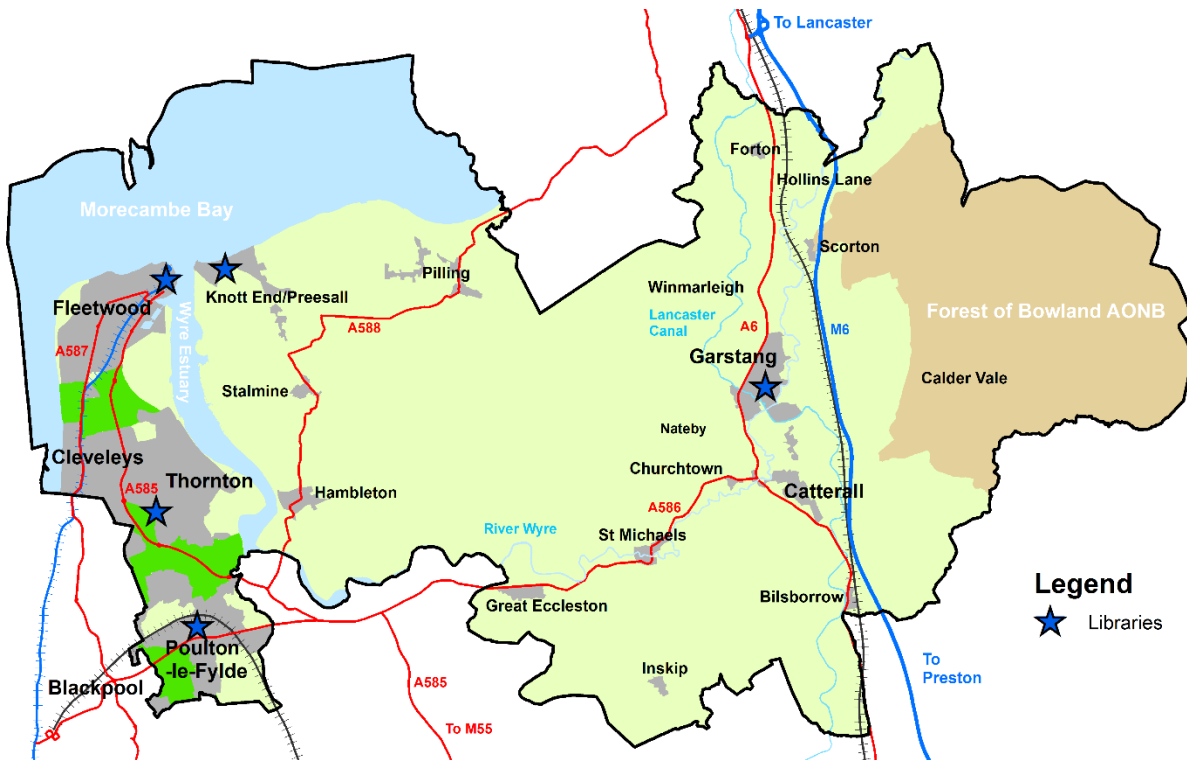
<b>Actual Cemetery Use and Capacity Based on Current Year WYRE</b>				
<b>2015/16</b>	<b>Plots Per Year</b>	<b>Plots Remaining</b>	<b>Years till Full</b>	<b>Year Full</b>
Fleetwood	58	681	11.8	2028
Poulton	32	726	22.7	2039
Preesall	10	186	18.6	2035
<b>2016/17</b>	<b>Plots Per Year</b>	<b>Plots Remaining</b>	<b>Years till Full</b>	<b>Year Full</b>
Fleetwood	61	620	10.1	2027
Poulton	22	704	32	2049
Preesall	6	180	30	2047

12.4. The Council monitors capacity on an annual basis, as a result this can be kept under review and any issues can be raised in the AMR if necessary.

## 13. Libraries

13.1. The library service in the Borough is run by Lancashire County Council. As shown on Figure 7 there are currently five libraries in the Borough at Knott End, Poulton, Fleetwood, Garstang and Thornton. The main library is Fleetwood Library which offers a comprehensive reading, learning, digital and information service as well as local history collections. There is also a mobile library based at Garstang Library which serves the rural areas of the Borough on a three week rota.

Figure 7 Libraries in Wyre



13.2. The library service in the borough has reduced in recent years with the closure of two libraries in Cleveleys and the former Chatsworth library (Northfleet). These closures took place in 2016 as part of a closure of 26 libraries across Lancashire. However, in mid-2017 Lancashire County Council's Cabinet made the decision to reopen the libraries which closed last year where possible. This is expected to be a phased re-opening across the County from November 2017 onwards. At present there are no further details regarding costs or timescales but it is likely that Cleveleys library will be re-opened.

13.3. The County council have also set up a community fund to support communities that want to run their own library. A package of support including a one-off payment of £5,000 to provide public internet access and cover set-up costs and providing shelving and an initial supply of books is available.

## 14. Community Facilities

14.1. The rural villages which are scattered throughout Wyre have a range of community facilities that support local community cohesion. The facilities vary in age and use, and some are better equipped than others.

14.2. This section of the IDP sets out the current provision within each Parish area as reported by the Parish Councils.

Parish	Facilities	Issues
Bilsborrow	Village Hall (well equipped) St Hilda's Community Room (attached to church) Guy's Pavilion Barton Grange Garden Centre	
Cabus	Village Hall Post Office Local Shop	
Forton and Hollins Lane	Village Hall. A recreation field including a bowling green and pavilion, children's playground and under size football field. Primary school. Cricket club Hotel/restaurant on the A6. Three churches. Part time post office on Hollins lane. Scout/guides hut Visiting library.	A parish wide survey concluded that the village hall is not fit for purpose. It is ageing and tired with high maintenance costs; difficulty in meeting Health & Safety regulations; it only has one room and so does not have the flexibility to meet a range of community needs.
Garstang	St Thomas's parish hall Arts centre United Reformed church hall Scout and Guide headquarters.	
Great Eccleston	Village centre which operates classes Church Halls Women's Institute	The village hall lease expires in early 2020 and there is a real possibility that the Parish council will not be able to renew the lease
Hambleton	Village Hall 2 churches	Facilities are sufficient but are located outside the main area of the village so prove difficult for older people to access.
Inskip with Sowerby	A small two roomed privately managed youth club (understand that there is limited use of this facility). 3 weekly visit by the library bus	Request for new village green
Knott End & Preesall	Village Hall 4 Churches Youth and Community Centre Playing Fields including BMX Track and Youth Shelter Knott-End Working Men's Club	The sports field require additional funding

	The Willows Sheltered Accommodation Community Room Library Knott-End; Jubilee Garden	
Nether Wyresdale	Village Hall School 3 Churches (with meeting space) Picnic and outdoor play area	Parish Council consider the village hall requires improvement
Stalmine with Staynall	Village Hall Playing fields Village Wood Church, (containing a part time Post Office) Public House Wyre Villa	The Parish Council consider there is a need for play facilities for older children (6-16 years), the village is expanding and children are having to travel out of the village to reach suitable facilities. The Parish Council is in the process of applying for grants in order to try to remedy the situation

14.3. It is important to note that the Local Plan cannot deal with all issues raised by Parishes as part of this consultation exercise. However, the Council will be supportive of improvements to these facilities where possible.

14.4. The issues raised by Parishes have been noted by the Council and where possible the Local Plan has made a positive response as part of allocating land for development. Over the Plan period some villages are due to experience an influx of new residents as housing is delivered. These new residents will help support the existing community facilities and could help justify the expansion or improvement of substandard facilities. The Infrastructure Delivery Schedule highlights where local convenience store facilities are required as part of housing and mixed use allocations. These facilities will be commercially driven and are intended to increase the sustainability of the allocations and assist in reducing the need to travel.

14.5. The village of Forton is highlighted in the Infrastructure Delivery Schedule as needing new neighbourhood centre. The specific make-up of the neighbourhood centres is not prescribed by the allocation policies but should reflect the needs of the expanding community. This is likely to include retail, health and community facilities. The community facility at Forton is anticipated to provide space for the proposed branch GP surgery. The village of Great Eccleston is highlighted in the Infrastructure Delivery Schedule as needing a health centre, community hall and provision of a small local convenience store. In Forton and Great Eccleston, community facilities will be located on land within the allocations and is to be primarily funded by local residential development. In Inskip land is reserved within the allocation for the provision of a village green. Provision of a local convenience store is also identified within the allocations at SA1/2, SA1/13, SA1/25, SA3/3 and SA4.

# Environmental Infrastructure

## 15. Green Infrastructure

15.1. There are many different types of green space that make up the “green infrastructure” such as; private gardens, rivers, allotments, public parks, and agricultural land. The Borough has a rich resource of green infrastructure assets which provide significant economic, social and environmental benefits. It is important that growth proposed in the Local Plan does not adversely impact on the quality of the green infrastructure network in the Borough and that new development is supported by an appropriate level of green infrastructure

15.2. In 2013 the Council commissioned a Green Infrastructure Study. The study is made up of three key documents:

- A Green Infrastructure Strategy.
- An Open Space Audit and Needs Assessment.
- A Playing Pitch Strategy

15.3. The Green Infrastructure Strategy provides the evidence base, justification and policy context for the green infrastructure aspects of the Wyre Local Plan. The Strategy identifies the key strategic green infrastructure assets as:

- Forest of Bowland AONB;
- Morecambe Bay Limestone and Wetlands NIA;
- Winmarleigh Moss;
- River Wyre and tributaries;
- Sands and coastal habitats;
- Green corridor trails including the Lancaster Canal, Wyre Way and North West Coastal Trail (the latter linking into the Fylde Coast sub-region);
- Key urban sites: Marine Gardens, Mount Gardens, Memorial Park, North Drive, Jubilee Gardens, Hawthorne Park, Kenyon Gardens, The Towers, Pheasant Wood Tithebarn Park, Cottam Hall, St. Georges Playing Fields and Jean Stansfield Memorial Park;
- Key rural sites: Wyre Estuary Country Park, Brock Bottom, Garstang Millennium Green and Preesall Hill.

15.4. There are also five Sites of Special Scientific Interest in Wyre (SSSI's) which are important designated sites of high nature conservation value:

- Wyre Estuary SSSI
- Lune Estuary SSSI

- Winmarleigh Moss SSSI
- Bowland Fells SSSI (within Forest of Bowland AONB)
- Rough Hey Wood SSSI

15.5. The Wyre Estuary SSSI and Lune Estuary SSSI are within Morecambe Bay and Duddon Special Protection Area (SPA), Morecambe Bay Special Area of Conservation (SAC) and a Ramsar Site (Convention on Wetlands).

15.6. These key assets will be recognised, protected and enhanced during the Plan period. They represent some of the main recreational facilities available in the Borough and are key wildlife habitats and corridors.

15.7. One of the objectives of the Local Plan is to ensure that adequate provision is made for new or improved green infrastructure to meet the needs of the increased population. It recognises the importance of a green infrastructure network as a cross-cutting issue. Many major new developments offer opportunities to enhance biodiversity by retaining and enhancing existing habitats and features and creating new ones such as trees, ponds and hedgerows. Biodiversity needs to be protected and promoted as part of new development and opportunities to enhance the network taken where they arise.

15.8. Developments within the Borough will be expected to support the delivery of the key green infrastructure projects from the green Infrastructure Strategy where possible.

## 16. Sport, Open Space and Recreation

16.1. The Open Space Audit and Needs Assessment is a review of the previous Wyre Open Space Audit 2010. It assessed the findings of the original document, together with an assessment of other sites where changes were known to have occurred since 2010 and others which were not assessed as part of the Open Space Audit but form part of the green infrastructure network.

16.2. The assessment considers 461 open space sites which are classed as one of the following:

- Parks and gardens
- Natural and semi-natural greenspaces
- Green corridors
- Outdoor sports facility
- Amenity greenspace
- Provision for children and teenagers
- Allotments
- Cemeteries and churchyards
- Civic spaces

16.3. The Assessment contains a set of open space standards, for each of these types developed following a benchmarking exercise of similar local authorities drawn from Office of National Statistics (ONS) data and the Wyre Great Outdoors Survey (2013). These standards have been incorporated into the Plan at policy HP9.

Typology Provision	Quantity Standard per 1000 population (ha)	Accessibility Standard (metres)	
		Urban	Rural
Parks and gardens	0.40	720	1200
Amenity greenspace	0.40	720	720
Natural and semi natural greenspace	1.50	2000	2000
Children and young people play area	0.18	480	720
Allotments	0.25	960	960
Playing pitches	1.20	1200	1200
Total Green Infrastructure Requirement	3.93	n/a	n/a

16.4. Development will be expected to meet the standards as set out in the policy. Appendix 1 of the Green Infrastructure Strategy (Area profiles) provides a review of each area, showing the existing GI provision and the quantity and quality of open space provision. Some areas

of the borough already meet the required standard and in these instances contributions may be focused on typologies that are currently under provided.

16.5. In areas where standards are not currently met developer contributions will be sought predominantly for capital expenditure or fixed term maintenance. The Council will work with developers to determine the most appropriate means of providing open space in new residential developments, either through provision of public open space on site or, where more appropriate, through financial contributions towards improving the quality and/or accessibility of nearby existing spaces. The information contained within the Open Space Assessment will facilitate these discussions. The council does not adopt open space and any development funded schemes will need to ensure their long term maintenance. Residential developers are increasingly using the mechanism of a community trust to ensure long term financial resourcing of the maintenance of public open space within large scale developments.



## 17. Flood Defence and Attenuation

- 17.1. Wyre is a coastal borough, containing the mouth of the River Wyre, therefore coastal flooding is a significant local issue. However, flooding can occur from a range of different sources and in many different ways. Different types and forms of flooding present a range of different risks and the flood hazards of speed of inundation, depth and duration of flooding can vary greatly. Therefore the management of flood risk from all sources is an important local issue.
- 17.2. The threat of flooding and the minimisation of flood risk is a key priority for the Council as the majority of the urban areas are susceptible to flooding from rivers, the sea and from surface water. The topography of the area is flat and therefore the land drainage system relies upon flood assist pumping stations in order to discharge flood water and surface water effectively from the urban area.
- 17.3. The full length of the Borough's 16.5km coastline is defended from coastal erosion and tidal inundation through the use of 10km of hard defences and 6.5km of earth embankments. The current level of defence maintenance and inspection expenditure is significant due to the age and exposure of the defences, particularly on the western facing frontages, which show a year on year deterioration in condition
- 17.4. Significant public investment from DEFRA has taken place in recent years to provide sea defences to alleviate the threat of flooding. This has also brought significant improvements to the public realm, promoting the visitor economy through European Regional Development and CABE match funding, in Cleveleys.
- 17.5. Further works are scheduled for additional improvements in the form of beach management at between the Cleveleys and Rossall schemes. These works are currently at an early consultation and design stage and are expected to be undertaken by 2020.
- 17.6. The Flood Risk Regulations 2009 imposed a duty on a lead local flood authority (LLFA) to prepare Preliminary Flood Risk Assessments (PFRA) in which "significant" flood risk areas should be identified. LCC is the LLFA for Wyre.
- 17.7. The Lancashire Area PFRA was published in May 2011. The PFRA considers the numbers of people and critical services affected by flooding during a 0.5% Annual Exceedence Probability (1 in 200 chance) rainfall event. This equates to roughly a 1% AEP (1 in 100

chance) flood. For the purposes of PFRA, Defra define "significant" future flood risk as affecting 30,000 or more people or 150 critical services (e.g. schools, hospitals, nursing homes, power and water services). The Lancashire PFRA indicates that there are no significant flood risk areas in Lancashire. This means that there are no further actions required in the PFRA process before it is reviewed in six years' time. The findings of the 2017 Lancashire PFRA (when complete) and any flood risk infrastructure requirements will be incorporated into future updates of the IDP.

17.8. A Strategic Flood Risk Assessment Level 1 was prepared in 2016 in consultation with United Utilities and the Environment Agency. The SFRA considered borough-wide flood risks and general management of flood risk, and detailed that flooding is a significant constraint within Wyre. This document was followed by a detailed Level 2 Assessment in October 2016. The Level 2 Assessment considered in detail the sites considered for allocation, it was supplemented by an SFRA Addendum which sought to rank the sites in accordance with their risk of flooding from all sources, taking into account flood defences and climate change. Finally a sequential paper was produced that considered the allocations in more detail.

17.9. Using the suite of SFRA documents the Local Plan has sought to take a sequential approach to allocation of land and as such most development is located outside of areas at risk of flooding. However, due to the low-lying nature of much of the borough it has not been possible to locate all development in areas at low risk of flooding. Where development is proposed in area at higher risk of flooding contributions towards maintenance of flood defence measures and drainage systems will be required.

#### *The Coast and Marine Environment*

17.10. The Marine Management Organisation (MMO) is responsible for the marine environment up to the mean high water point, and along rivers to where the salt water meets the fresh water. Their area of responsibility extends 200 nautical miles out to sea. Wyre Council's responsibilities extend to the mean low water point, resulting in an area of coast where there is cross over in responsibility between the Council and the MMO.

17.11. The MMO's delivery functions are: marine planning, marine licensing, wildlife licensing and enforcement, marine protected area management, marine emergencies, fisheries management and issuing European grants.

- 17.12. Activities taking place below the mean high water mark may require a [marine licence](#) in accordance with the [Marine and Coastal Access Act \(MCAA\) 2009](#). Such activities include the construction, alteration or improvement of any works, dredging, or a deposit or removal of a substance or object below the mean high water springs mark or in any tidal river to the extent of the tidal influence. For offshore generating stations between 1 and 100 megawatts applications for consent should be submitted to the MMO (see the Electricity Act 1989 (as amended)). The MMO is also the authority responsible for processing and determining harbour orders in England, and for some ports in Wales, and for granting consent under various local Acts and orders regarding harbours. A wildlife licence is also required for activities that that would affect a UK or European protected marine species.
- 17.13. As the marine planning authority for England the MMO is responsible for preparing marine plans for English inshore and offshore waters. The MMO is in the process of preparing a Marine Plan for the coastal area around Wyre. Marine Plans are similar to Core Strategies/Local Plans, but for the Marine environment rather than the terrestrial environment. In July 2017 a call for issues with supporting evidence was launched, this closed in August 2017 and the MMO are now considering the responses. Further versions of the Draft Plan will be consulted on in 2018 and 2019, with eventual adoption planned for 2021.
- 17.14. The Local Plan Strategy does not propose any development that will extend into the marine environment, therefore no infrastructure projects are required. Due to the overlapping area of responsibility, the MMO and Wyre Council are working together to ensure a collaborative and harmonious approach to policy development within both plans and this in anticipated to continue.

## **18. Waste Management & Minerals Production**

18.1. LCC and Wyre Council jointly provide the waste management service for the Borough. LCC is the Waste Disposal Authority and arranges for the processing of waste collected by Wyre as the Waste Collection Authority. LCC is responsible for all aspects of contract management related to its waste reception, treatment and disposal contracts. This includes a significant element of financial, data and performance management, as well as a requirement to maximise opportunities and efficiencies through those contracts. Wyre has partnered with Veolia Environmental Services to undertake waste and recycling services on behalf of the council until 2020.

18.2. There will continue to be a demand for minerals production and waste management capacity arising from existing dwellings, industries and businesses in Wyre, and the growth promoted by the Local Plan will add to this demand. However, any minerals or waste infrastructure required as a result of the delivery of the Wyre Local Plan is more properly addressed through the Minerals and Waste Local Plan, a review of which is ongoing and will involve discussions with Wyre Council under the Duty to Co-operate. Liaison with LCC indicates that the proposals in the Local Plan do not raise any insurmountable issues, but it is recognised that it will result in a need for additional minerals or waste development in Wyre.

## 19. Infrastructure Funding

- 19.1. The IDP identifies a range of infrastructure that needs to be delivered to facilitate the growth proposed in the Wyre Local Plan. The total cost of the projects identified in the IDP is £41,270,552. This infrastructure can be funded through a variety of mechanisms, public and private. As far as possible the proposed source(s) of funding have been identified in the IDP.
- 19.2. As a result of the economic downturn and subsequent austerity measures there is uncertainty surrounding mainstream funding and public finance. Therefore it is very difficult to predict the specific amount of public funding likely to be available over the Local Plan period. Likewise most service providers do not plan beyond three to five years ahead, and so cannot indicate precise infrastructure requirements in the medium to long term.
- 19.3. A number of projects in the IDP are expected to be funded from grants and bids. Many statutory agencies have access to government funds and can bid for contributions towards identified projects. In some instances having the project listed in the IDP will assist in drawing down funds.
- 19.4. The main sources of funding over which planning can exert influence are developer Contributions (planning obligations known as section 106 agreements or section 278 agreements), and the Community Infrastructure Levy (CIL).
- 19.5. A planning obligation made under Section 106 of the Town and Country Planning Act 1990 is a developer contribution towards infrastructure to mitigate the impacts of a development proposal. Any contribution should meet the statutory tests set out in the Community Infrastructure Levy Regulations 2010 (as amended) and the policy tests set out in paragraph 204 of the NPPF. Regulation 122(2) of the CIL Regulations 2010 (as amended) states:
- 19.6. 'A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:
- Necessary to make the development acceptable in planning terms;
  - Directly related to the development; and
  - Fairly and reasonably related in scale and kind to the development.'

- 19.7. A section 278 highway agreement is a contribution made under Section 278 of the highways Act 1980 (as amended). It is an agreement between a highway authority (in Wyre's case, Lancashire County Council) and a person who agrees to pay all or part of the cost of highway works.
- 19.8. The Community Infrastructure Levy (CIL) CIL is a potential charge on new development, the revenue from which can be used to fund a wide range of infrastructure that is needed as a result of development. Wyre has not yet produced or adopted a CIL charging schedule. The decision on whether or not to adopt CIL is yet to be taken.
- 19.9. Wyre is a Borough of varying viability and it may be that CIL is not viable in some parts or all of the Borough. This will be explored following the adoption of the Plan.
- 19.10. Much of the infrastructure listed in this document will be delivered through a combined approach of public sector funding and developer contributions. Some of the projects will be wholly publicly funded and some wholly privately.
- 19.11. The following organisations have been involved in the plan making process and fed into the IDP. These partners will assist the Council in delivering the necessary infrastructure and in many instances these organisations will be directly involved in bringing forward the necessary infrastructure.

<b>Infrastructure Type</b>	<b>Organisation</b>
Highways	Highways England Lancashire County Council Blackpool Council
Railway/Tramway	Network Rail Blackpool Council
Bus	Lancashire County Council Blackpool Council
Cycling	Lancashire County Council
Water supply	United Utilities
Waste water	United Utilities
Flood risk	Lancashire County Council Environment Agency United Utilities MMO
Coastal change management	Lancashire County Council Environment Agency United Utilities
Healthcare	NHS England Local GP Practices Morecambe Bay CCG Fylde & Wyre CCG Greater Preston CCG

Education	Lancashire County Council Blackpool Council
Telecommunications/Broadband	BT Openreach 02 Vodafone Ericsson Three EE
Libraries	Lancashire County Council
Waste and minerals	Lancashire County Council
Emergency services	North West Ambulance Service Lancashire Fire and Rescue Service Lancashire Constabulary
Open space & Sports facilities	Sports England
Gas	National Grid HSE
Electricity	Electricity North West HSE

## **20. Infrastructure Schedule**

- 20.1. The schedule on the following pages outlines the infrastructure schemes required to support the growth proposed in the Local Plan. The schedule details the infrastructure projects which are required to support the Local Plan in general and projects that are linked to the delivery of key sites or are strategic in nature.
- 20.2. In line with the living nature of the IDP, the schedule will be updated to reflect the completion of on-going projects, and as new project and briefs are developed and funding programmes emerge.
- 20.3. The costs and funding required for infrastructure projects is currently being an estimated £41,270,552 at this point in time.



Infrastructure category	Project	Need for project (policy link)	Indicative Cost	Funding secured	Additional funding required	Potential funding sources	Lead organisation	Indicative phasing	Critical Infrastructure
Transport	Skippool to windy harbour junction improvements (Bypass)	To improve capacity	TBC	Yes	£0	HE Regional Investment Programme	Highways England		Yes
Transport	Victoria road junction improvements	To improve capacity	£3,000,000	£0	£3,000,000	Highways England grant Growth Deal S106/CIL	Highways England		Yes - Post 2025
Transport	Norcross Road/Fleetwood Road junction improvements	To improve capacity	£3,000,000	£3,000,000	£0	HE Congestion relief programme	Highways England	2018/19	Yes
Transport	Thistleton Road/Mile Road junction improvements	To improve capacity	up to £3,000,000	£0	£3,000,000	Highways England grant Growth Deal S106/CIL	Highways England	2019/20	Yes - Post 2025
Transport	M55 junction 3 improvements	To improve capacity	£800,000	£800,000	£0	HE Congestion relief programme	Highways England	2018/19	Yes
Transport	A6 Barton to Garstang Sustainable Transport Strategy	To improve capacity	£795,000	£795,000	£0	S106/CIL	Lancashire CC		Yes
Transport	Wider Improvement of A6 Preston Lancaster New Road/Croston Barn Road/Green Lane West/B5272 Cockerham Road/Croston Road Signalised Junction	To improve capacity	£600,000	TBC	TBC	S106/CIL	Lancashire CC		Yes
Transport	Improvement of Moss Lane/Longmoor Lane Priority Junction	To improve capacity	£215,000	TBC	TBC	S106/CIL	Lancashire CC		Yes
Transport	Improvement of A6/A586, 'The Avenue' priority junction.	To improve capacity	£650,000	£500,000	£150,000	S106/CIL	Lancashire CC		Yes
Transport	A6/M55 Jct. 1, Westbound off Slip Improvement. Additional lane on westbound off slip	To improve capacity	£650,000	TBC	TBC	S106/CIL	Lancashire CC		Yes
Transport	A6/M55Jct. 1, Eastbound off Slip Improvement. Additional lane on eastbound off slip	To improve capacity	£550,000	TBC	TBC	S106/CIL	Lancashire CC		Yes
Transport	Improvements to Hardhorn Road with Highcross Road/Beech Drive junction	To improve capacity	TBC	Yes	No	S106/CIL	Lancashire CC	2018/19	Yes
Transport	Improvements to Hardhorn Road/Garstang Road East	To improve capacity	TBC	Yes	No	S106/CIL	Lancashire CC	2018/19	Yes
Transport	Improvements to Garstang Road East and junction with Lower Green	To improve capacity	TBC	Yes	No	S106/CIL	Lancashire CC	2018/19	Yes
Transport	Traffic management measures, sustainability town centre car park and town centre changes in Poulton-le-Fylde	To improve capacity and air quality and promote sustainable travel options	TBC	Land reserved in Allocation	TBC	Lancashire CC S106/CIL	Lancashire CC	2018-2025?	Yes
Transport	Improvements to the rail network in the Borough	To improve capacity and promote sustainable travel options	TBC	£0	TBC	Government funding	Network Rail		No

Infrastructure category	Project	Need for project (policy link)	Indicative Cost	Funding secured	Additional funding required	Potential funding sources	Lead organisation	Indicative phasing	Critical Infrastructure
Transport	Improvements to the tram network in the Borough	To improve capacity and promote sustainable travel options	TBC	£0	TBC	Lancashire CC/Blackpool Council	Lancashire CC/Blackpool Council		No
Transport	Improvements to the bus network in the Borough	To improve capacity and promote sustainable travel options	TBC	£0	TBC	Lancashire CC/Blackpool Council	Lancashire CC/Blackpool Council		No
Transport	Improvements to the cycling network and facilities in the Borough	To improve capacity and promote sustainable travel options	TBC	£0	TBC	Lancashire CC S106/CIL	Lancashire CC		No
Transport	Access road to residential allocation in Thornton	To provide access to residential allocation	TBC	£0	TBC	Developer funded	Developer		Yes if no alternative is found
Education	Additional primary school places in Thornton – new school	To accommodate additional pupils to the Borough	£4,043,562	Land reservation in allocation	£4,043,562	LCC S106/CIL	Lancashire CC		Yes
Education	Additional primary school places in Poulton – new school	To accommodate additional pupils to the Borough	£1,887,845	Land reservation in allocation	£1,887,845	LCC S106/CIL	Lancashire CC		Yes
Education	Additional primary school places in Hambleton/Stalmine – new school/extension to existing school (as required)	To accommodate additional pupils to the Borough	£1,211,793	Land reservation in allocation	£1,221,793	LCC S106/CIL	Lancashire CC		Yes
Education	Additional primary school places in Great Eccleston – new school	To accommodate additional pupils to the Borough	£2,423,586	Land reservation in allocation	£2,423,586	LCC S106/CIL	Lancashire CC		Yes
Education	Additional primary school places in Inskip – extension to existing school	To accommodate additional pupils to the Borough	£1,221,793	Land reservation in allocation	£1,221,793	LCC S106/CIL	Lancashire CC		Yes
Education	Additional primary school places in Forton - Extension to existing school	To accommodate additional pupils to the Borough	£2,270,517	Land reservation in allocation	£2,270,517	LCC S106/CIL	Lancashire CC		Yes
Education	Additional primary school places in Garstang – new school	To accommodate additional pupils to the Borough	£1,007,701	Land reservation in allocation	£1,007,701	LCC S106/CIL	Lancashire CC		Yes
Education	Additional secondary school places - expansion of existing schools	To accommodate additional pupils to the Borough	£8,783,755	£0	£8,783,755	LCC S106/CIL	Lancashire CC		Yes
Healthcare	Expansion to GP practices in Thornton and/or Poulton as necessary	To ensure adequate health services and facilities for new residents and new models of care	£1,500,000	£0	£1,500,000	NHS S106/CIL	Fylde & Wyre CCG		Yes
Healthcare	Relocation of Great Eccleston GP surgery	To ensure adequate health services and facilities for new residents and new models of care	up to £3,000,000	£0	£3,000,000	NHS S106/CIL	Fylde & Wyre CCG		Yes
Healthcare	Expansion to GP practice in Garstang as necessary	To ensure adequate health services and facilities for new residents and new models of care	£10,000	£0	£10,000	NHS S106/CIL	Fylde & Wyre CCG		Yes
Healthcare	Establish GP branch surgery at Forton as necessary	To ensure adequate health services and facilities for new residents and new models of care	£200,000	Land reservation in allocation policy	£200,000	NHS S106/CIL	Fylde & Wyre CCG		Yes
Flood Risk Management	Ongoing additional improvements in the form of beach management between former Cleveleys and Rossall schemes	To protect from flooding	TBC	Yes	No	TBC	TBC	By 2020	No

Infrastructure category	Project	Need for project (policy link)	Indicative Cost	Funding secured	Additional funding required	Potential funding sources	Lead organisation	Indicative phasing	Critical Infrastructure
Flood Risk Management	Upgrade/replace with duckbill flap Horsebridge Dyke	To ensure adequate drainage of sites	£25,000	£0	£25,000	S106/CIL	Wyre Borough Council		Yes
Flood Risk Management	Upgrade/replace with duckbill flap Main Dyke	To ensure adequate drainage of sites	£25,000	£0	£25,000	S106/CIL	Wyre Borough Council		Yes
Flood Risk Management	Install new top hung flap valve at Yoad Pool outfall	To ensure adequate drainage of sites	£25,000	£0	£25,000	S106/CIL	Wyre Borough Council		Yes
Flood Risk Management	Install new top hung flap valve at Wardleys Creek outfall	To ensure adequate drainage of sites	£25,000	£0	£25,000	S106/CIL	Wyre Borough Council		Yes
Flood Risk Management	Construction of new outfall and installation of duckbill flap Ramper Pot	To ensure adequate drainage of sites	£350,000	£0	£350,000	S106/CIL	Wyre Borough Council		Yes
Flood Risk Management	Management and maintenance of local water courses (various locations)	To ensure adequate drainage of sites	TBC	£0	Yes	S106/CIL	Wyre Borough Council	As sites are developed	Yes
Community Facilities	Reopen Thornton public library	To improve access to public library service in Thornton	TBC	TBC	TBC	TBC	Lancashire CC	2018 onwards	No
Community Facilities	Reopen Cleveleys public library	To improve access to public library service in Cleveleys	TBC	TBC	TBC	TBC	Lancashire CC	2018 onwards	No
Community Facilities	Neighbourhood Centre including community/village hall, Forton	To support sustainable expansion of the village	TBC	Land reservation in allocation policy	yes	S106/CIL	Developer / Parish Council		Yes
Community Facilities	Local convenience stores (various locations)	To support sustainable expansion of the villages	TBC	Land reservation in allocation policy	yes	S106/CIL	Developer led		Yes
Community Facilities	Community/village hall, including small local convenience store, Great Eccleston	To support sustainable expansion of the villages	TBC	Land reservation in allocation policy	yes	S106/CIL	Developer / Parish Council		Yes
Telecoms	Improvements to the mobile phone network as required	As required	TBC	TBC	TBC	Mobile phone operators	Mobile phone operators		No
Telecoms	Improvements to the broadband network as required	As required	TBC	TBC	TBC	Broadband providers	Broadband providers		No
Energy	Improvements to the gas supply network may be required to support new development	As required	TBC	TBC	TBC	National Grid	National Grid		Yes if required
Energy	Improvements to the electricity supply network may be required to support new development	As required	TBC	TBC	TBC	Electricity Northwest	Electricity Northwest		Yes if required
Water and wastewater	Upgrades to water supply and waste water treatment systems to support new development	As required	TBC	TBC	TBC	United Utilities AMP	United Utilities		Yes if required
Emergency Services	Improvements and alterations to the ambulance service network may be required in response to changing patterns of demand	As required	TBC	TBC	TBC	North west Ambulance Service	North west Ambulance Service		No

Infrastructure category	Project	Need for project (policy link)	Indicative Cost	Funding secured	Additional funding required	Potential funding sources	Lead organisation	Indicative phasing	Critical Infrastructure
Emergency Services	Improvements and alterations to the police service network may be required in response to changing patterns of demand	As required	TBC	TBC	TBC	Lancashire Constabulary	Lancashire Constabulary		No
Emergency Services	Improvements and alterations to the fire service network may be required in response to changing patterns of demand	As required	TBC	TBC	TBC	Electricity Northwest	Electricity Northwest		No
Emergency Services	Improvements and alterations to the coastguard service may be required in response to changing patterns of risk	As required	TBC	TBC	TBC	Maritime & Coastguard Agency	Maritime & Coastguard Agency		No
Cemeteries	New cemetery	As required if burials continue at expected rates	TBC	TBC	TBC	Wyre Borough Council	Wyre Borough Council	2027 onwards	No

## **Appendix 1**

### **A6 Barton to Garstang Sustainable Transport Strategy**

#### **Update September 2017**

There are parts of the highway network that suffer from a level of congestion, with queuing occurring at peak times in the corridor. The local highway network includes the A6 which provides a primary route to/from Lancaster (to the north) and Preston (to the south) and other corridors in a westerly direction towards the Fylde coast, in particular the A586. It is critical, therefore, that the impact from development does not further compromise reliability and safety in the movement of people and goods by any mode on any part of the network.

In the future, significant highway infrastructure is to be provided in Preston district which will influence movement in the A6 corridor. This infrastructure will satisfy the planned sites for NW Preston (as well as other previously supported sites that fund additional measures through s106 contributions). Funding and delivery will be via a number of mechanisms.

LCC has a duty to ensure that the highway network is safe for all users, maximising its reliability while supporting economic growth throughout Lancashire, including supporting private sector led economic growth, the creation of jobs and access to employment, education and training. This approach requires making the maximum use of the existing capacity within the transport network and where appropriate identifying necessary improvements to infrastructure to facilitate development. To do this, LCC must evaluate the operation of both the local and wider network for all transport modes with regard to any changes proposed as part of the planning process for new development (working closely with Highways England (HE), where appropriate and other councils that fund change to the highway network i.e. through their CIL list/City Deal).

The A6 Barton to Garstang Sustainable Transport Strategy was developed to facilitate development by promoting the use of sustainable transport modes and encouraging a modal shift. It also is focused on promoting safer and healthier travel. To accommodate the additional traffic movements that would arise as a result of development capacity improvements would also be required.

The Strategy comprises of the initiatives set out below. The Strategy will be reviewed on a regular basis as an when developments come forward or changes to the highway network or environment occur. Future revised versions of the Strategy should apply when considering development proposals.

#### **Initiative 1 – A6 Barton to Garstang Sustainable Transport Strategy**

In 2015 LCC set out the measures that Initiative 1 was expected to support. It was expected that the A6 Barton to Garstang Sustainable Transport Strategy would deliver improvement of Pedestrian and Cycle Provision in the A6 Corridor, in particular:

- (i) Provide continuous cycle lanes along the full length, achieved through carriageway widening, central hatching narrowing and coloured surfacing as appropriate.
- (ii) Provide traffic islands or refuge islands in central hatched area. This will help regulate speeds and provide improved crossing places.
- (iii) Use of Gateway features to emphasise village entry points.
- (iv) Use of red textureflex sparingly but also continuously where required.

- (v) A review to declutter and resign as appropriate.
- (vi) **Speed limit review to lower to 40mph or 30mph where appropriate.**
- (vii) Review of Bus stops in the corridor and improvements (to QBS) as appropriate.

It was always envisaged that the measures identified in this initiative could and should be split into separate individual and manageable schemes, funded through development. LCC has now developed this Strategy further to identify six distinct schemes. These schemes are listed below as Scheme A, B, C, D, D1 and E.

Schemes A, B, C, D1 and E are on specific sections of the A6 corridor and consist of a combination of the measures (i to vii) set out above. Scheme D1 is the provision of a Toucan crossing and is a measure that has been identified as desirable by the local Parish Council and one which LCC would support, subject to funding. The individual indicative schemes are:

- Scheme A – Longmoor Lane to north of Gubberford Lane;  
Estimated cost £100,000 (plus s278 works).
- Scheme B – A586 to Longmoor Lane/Moss Lane;  
Estimated cost £70,000 (plus s278 works).
- Scheme C – Canal Bridge north of Bilsborrow to A586  
Estimated cost £60,000 (plus s278 works).
- Scheme D – White Horse Lane to Canal Bridge north of Bilsborrow  
Estimated cost £60,000 (plus s278 works).
- Scheme D1 – Provision of Toucan Crossing, Bilsborrow  
Estimated cost £60,000.
- Scheme E – North of Broughton Bypass to White Horse Lane  
Estimated cost £40,000 (plus s278 works).

Therefore, with the approach set out above the Initiative 1 Strategy can be delivered through six individual schemes of improvement works that can be delivered through contributions from all major developments with an impact in the corridor, in line with the CIL tests.

### **Initiative 2 - Wider Improvement of A6 Preston Lancaster New Road / Croston Barn Road / Green Lane West / B5272 Cockerham Road / Croston Road Signalised Junction.**

As set out in when the original 2015 Strategy to support further development was identified, the scheme consisted of a s278 improvement delivered by the Nateby Crossing Lane site, and a wider improvement scheme supplemented by s106 funding.

The 2015 wider improvement scheme included an upgrade to MOVA operation and signal equipment as well as the provision of pedestrian/cycle facilities throughout the junction.

As part of LCC's ongoing review to support development LCC have identified a further potential improvement scheme at this location that is considered to deliver greater improvement from the previous. However, to deliver the scheme will require support from development.

The estimated cost of the Full scheme is now £600,000.

### **Initiative 3 – Improvement of Moss Lane/Longmoor Lane Priority Junction.**

The wider improvement scheme identified by LCC consists of a s278 improvement delivered by the Nateby Crossing Lane site, and a wider improvement scheme supplemented by s106

funding. The works will include speed limit review, safety improvements and improvement for pedestrians and cyclists.

The estimated cost of the Full scheme is now £215,000.

**Initiative 4 – Improvement of A6/A586, 'The Avenue' priority junction.**

In 2015 LCC identified an improvement scheme at this location that can be delivered in stages. The full scheme includes full signalisation, pedestrian and cycle, speed reduction and other safety measures.

This scheme required funding (through s106) from development. The improvement scheme as identified was to be delivered by s106 funding of £500,000.

In seeking to support development, LCC have reviewed the 2015 improvement scheme developed at this location and identified further measures, over and above that previously identified, to deliver an enhanced scheme.

The estimated cost of the Full scheme is now £650,000.

**Initiative 5 – A6/M55 Jct.1, Westbound off Slip Improvement  
Additional lane on westbound off slip**

The estimated cost of the full scheme is now £650,000.

**Initiative 6 - A6/M55Jct. 1, Eastbound off Slip Improvement  
Additional lane on eastbound off slip**

The estimated cost of the full scheme is now £550,000.

## Appendix 2

### Poulton mitigation strategy (produced by LCC)

24<sup>th</sup> Feb 2017

The following list of mitigation measures has regard to other changes agreed with other developers within Poulton-le-Fylde. When delivered by development linked to development sites and quantum as indicated in the main report will provide sufficient change to mitigate against their impacts, thus maximising the level of development that come forward as part of this local plan (when adopted).

Background traffic levels will be regularly monitored at key locations in Wyre to evaluate the operation of the network and data collected will be used to maximise its reliability. Future revised versions of the Strategy should apply when considering development proposals.

#### 1. Hardhorn Road with Highcross Road/Beech Drive

Phase 1 – as per Ashley Helm 1409/08; **SA1/5 to deliver.**

Phase 2 – provide right turn storage, road width to be increased to around 8.5m (2@3m+right turn @ 2.5m) land required is within highway boundary; **SA1/5 to deliver.**

#### 2. Hardhorn Road/Garstang Road East

Phase 1 – MOVA – **secured** through a separate development.

Phase 2 – Update Garstang Road East (GRE) pedestrian crossing to a puffin; **SA1/5 to deliver.**

Phase 3 – provide early start from Hardhorn Road, provide Z markings, renew and update kerbs at junction including mobility improvement in vicinity of junction such as update and renew kerbing and tactile kerbing; **SA1/5 to deliver.**

#### 3. Garstang Road East (GRE)

Phase 1 – as per Ashley Helm 1409/07, 1409/09 (to be amended) **SA1/5 to deliver.**

#### 4. Lower Green/GRE

Phase 1 – in addition to the GRE, Kerblines changes on Lower Green and Argyle Road, update TRO's, remark (offset) centre line on Lower Green **SA1/5 to deliver.**

#### 5. Traffic management measures, sustainability town centre car park and town centre changes;

**Committed development, SA1/5 and SA1/8 to deliver:**

- a) Review and where necessary amend weight restrictions on roads within residential corridors of lower class of road within Poulton.
- b) Signing and declutter strategy, funding to amend and remove unnecessary signing.
- c) Residents parking near Poulton Town centre.



- d) Parking:
  - I. SA1/8 to deliver a Car Park with access onto Poulton Road/Tithebarn Street (to be managed/maintained by Wyre or by the developer (typically through a management company)).
  - II. Town centre parking review both on and off street.
  - III. Parking charges/duration of stay.
  - IV. User types and numbers i.e. disabled.
- e) Continuous cycle provision (including from the SA1/8 site to the railway station with suitable illumination to be used at all times of day); covered/secure parking in and around the TC/railway station/civic centre etc.
- f) Upgrade pedestrian crossing between Holts Lane and Poulton Industrial Estate **delivered by network rail and SA1/5.**
- g) Blackpool Old Road Queen Street.
- h) Chapel Street/Vicarage Road changes.

### **A585 (Highways England (HE) responsibility):**

- 6. **Little Thistleton junction (Fylde)**
  - HE to undertake a feasibility study next financial year, any resulting scheme to improve junction efficiency and operation. Scheme to support rerouting bypassing Poulton (would require a traffic calming scheme in Little Singleton), its provision would maintain the route as a useable corridor. HE funding would be subject to satisfying a business case and need, based on safety.
- 7. **Norcross Roundabout**
  - Scheme to improve access onto the A585 and its reliability (scheme previously promoted by HE).
- 8. **Skippool**
  - Scheme to improve access onto the A585 and junction reliability.
- 9. **Shard Bridge (Fylde)**
  - Scheme to improve access onto the A585 and junction reliability.
- 10. **Little Singleton (Fylde)**
  - Scheme to improve access onto the A585 and junction reliability.

## **Update – September 2017**

The Poulton Mitigation Strategy has been developed to facilitate development by promoting the use of sustainable transport modes and encouraging a modal shift. It also is focused on promoting safer and healthier travel.

Increasing the number of people walking, cycling and using public transport has the potential to;

- Reduce traffic congestion, noise pollution and air pollution,
- Improve personal health (physiological and psychological),
- Enhance the public realm through highway decluttering and re-assignment of highway space.

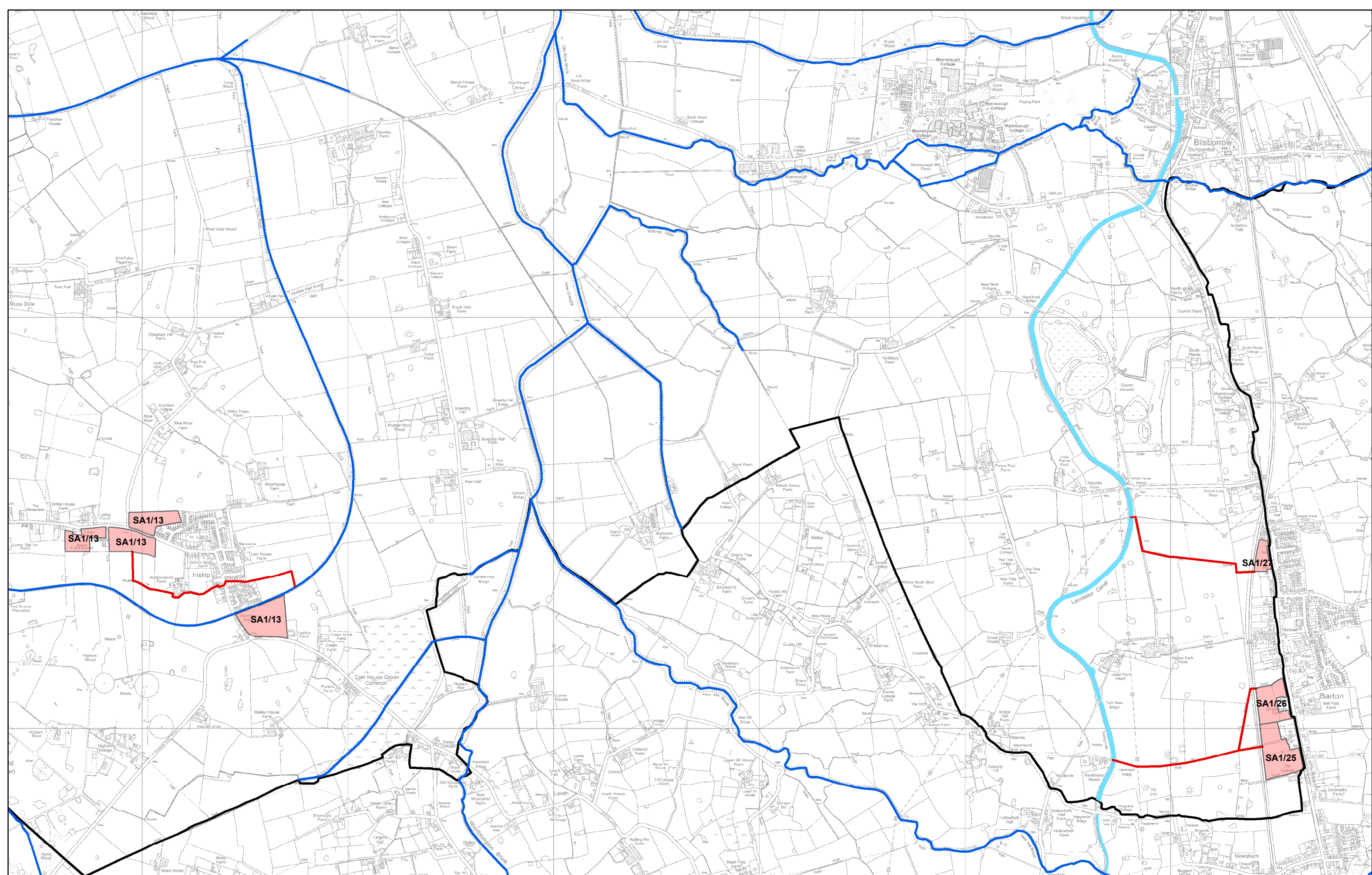
The Strategy suggests a number of highway improvements which will address capacity and safety issues.

The Strategy also promotes sustainable travel by;

- supporting pedestrian and cycle facilities,
- supporting bus improvements and contributions towards rail improvements such as improving infrastructure and subsidising new or better services,
- traffic management schemes such as local safety schemes, traffic-calming measures and contributions to Home Zone initiatives,
- supporting parking management schemes such as 'residents only' parking

The Strategy will be implemented through a combination of s278 highway improvements and s106 developer contributions.

The Strategy will be reviewed on a regular basis as and when developments come forward or changes to the highway network or environment occur.



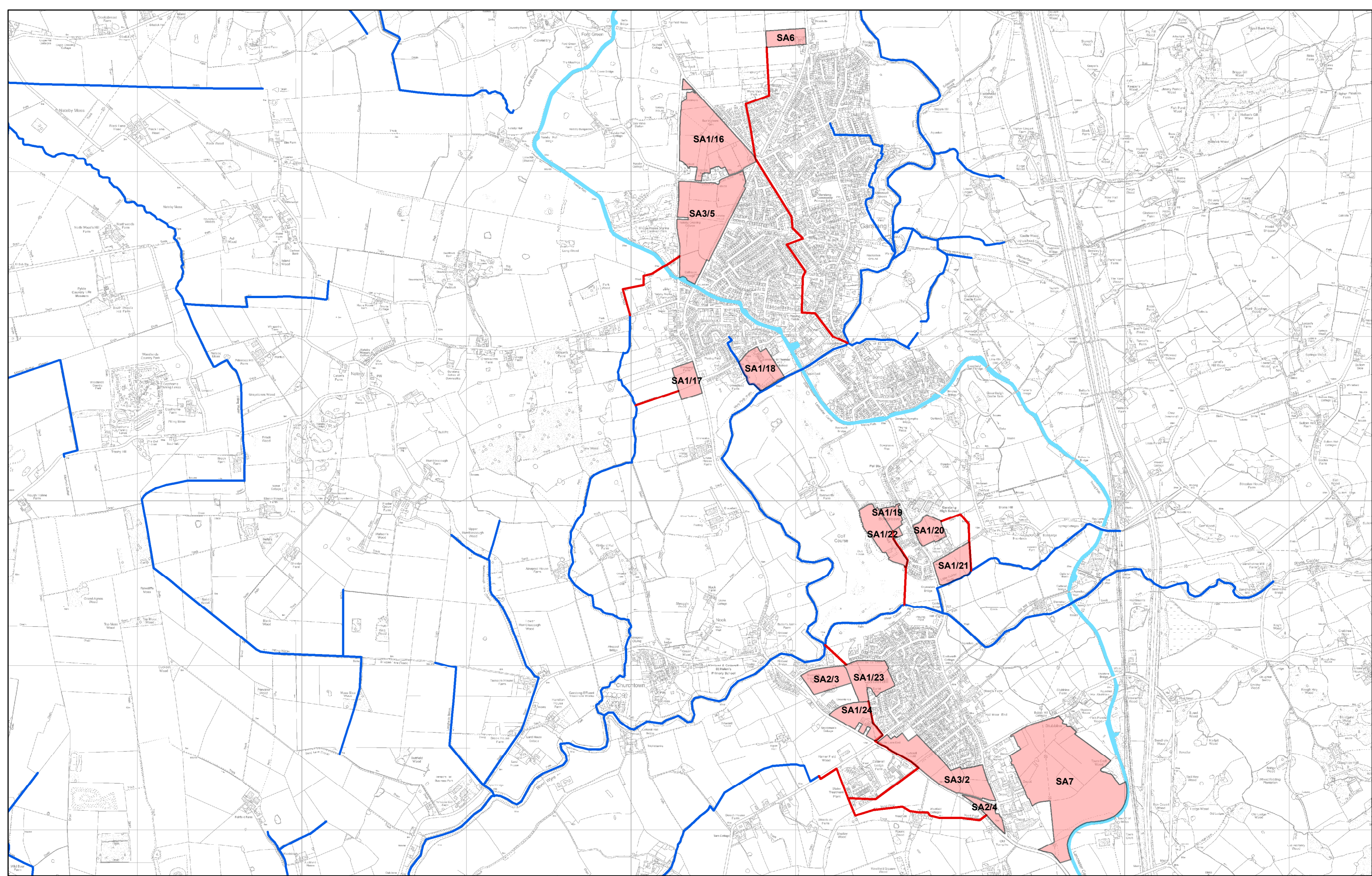
### Appendix 3: Drainage routes

Barton and Inskip

- Wyre Council Boundary
- Main rivers
- Local Plan Site Allocations
- Drainage routes
- Lancaster Canal







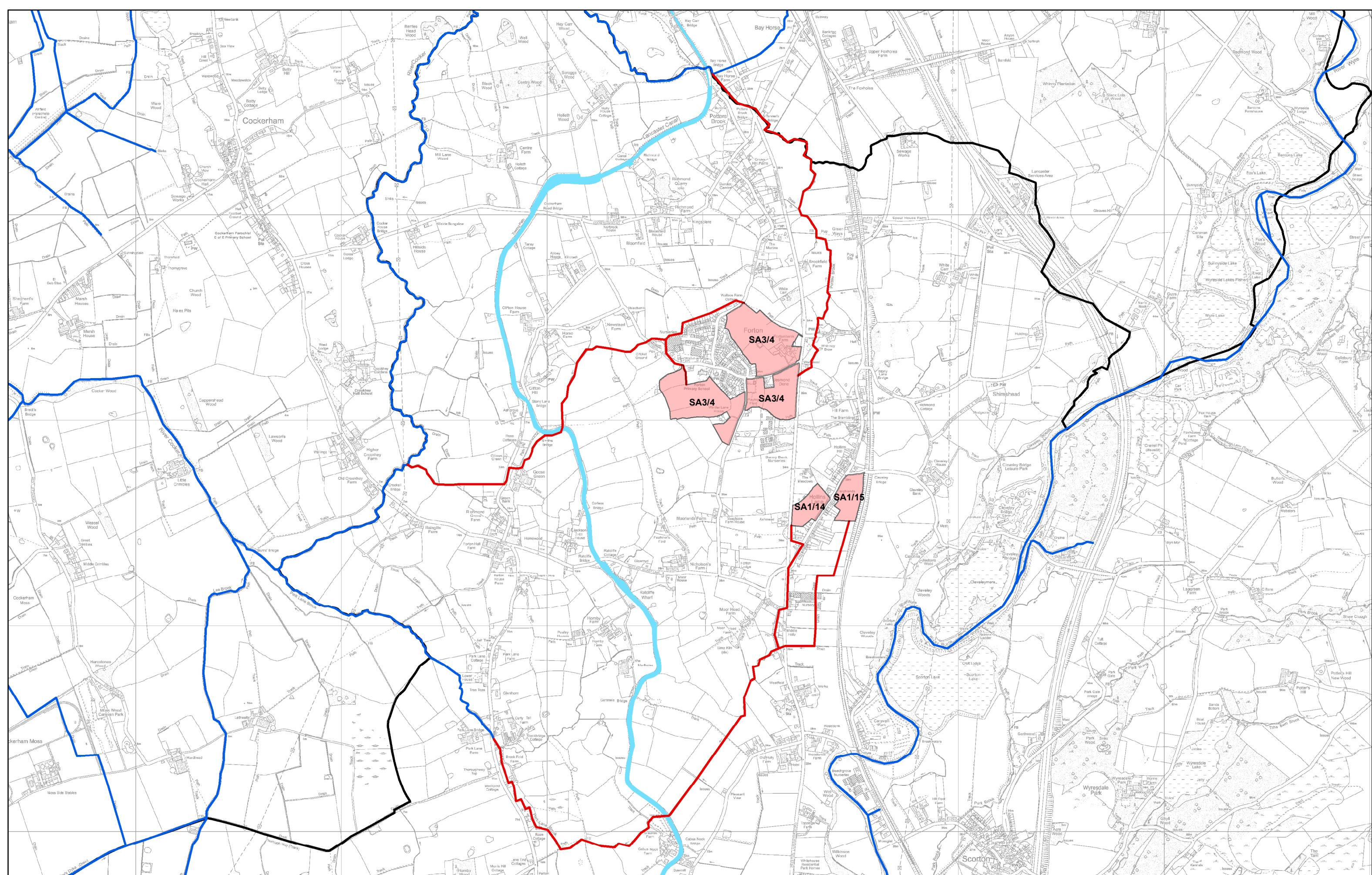
### Appendix 3: Drainage routes

Bowgreave, Catterall and Garstang

- Wyre Council Boundary
- Main rivers
- Local Plan Site Allocations
- Drainage routes
- Lancaster Canal







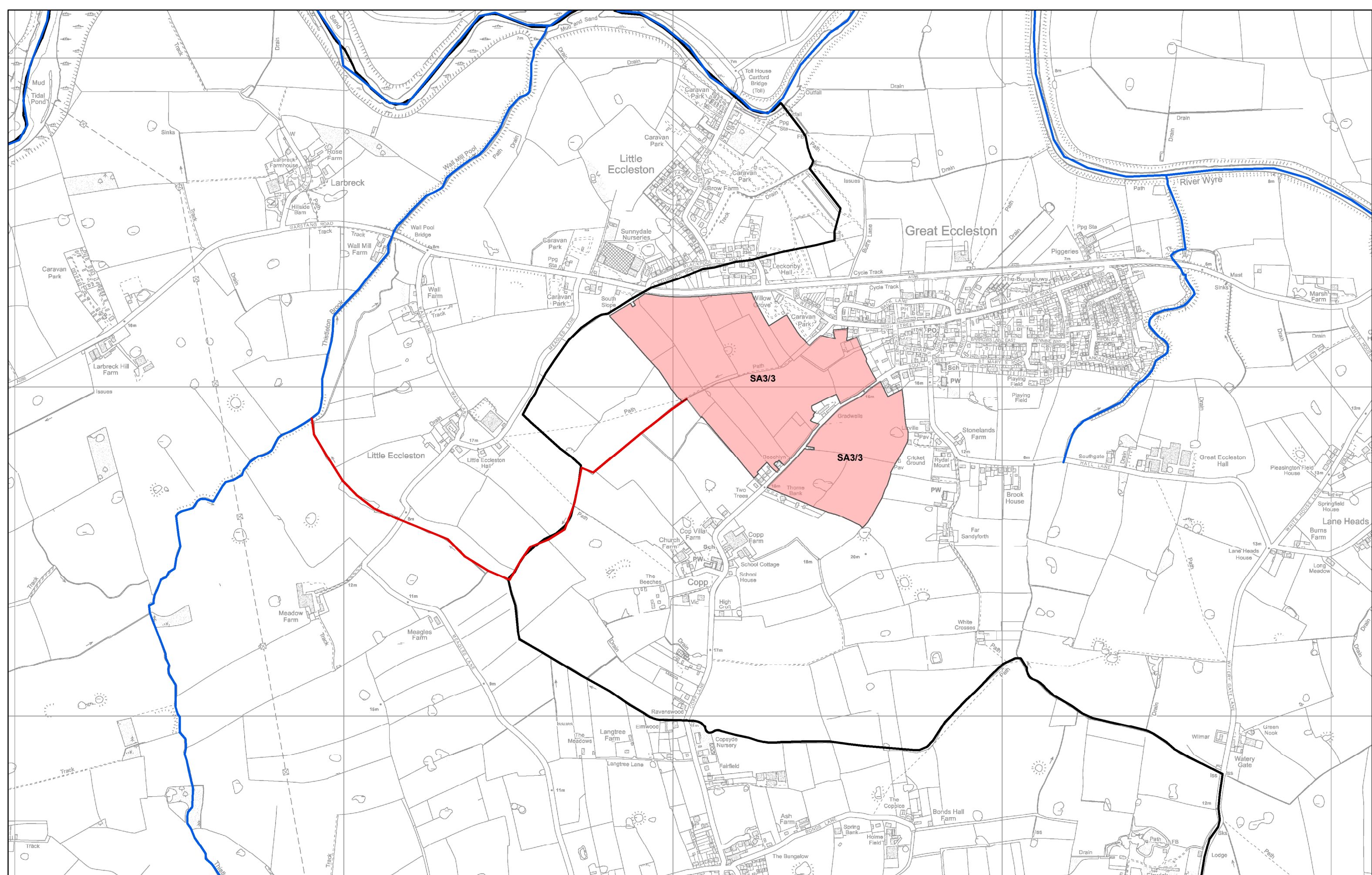
### Appendix 3: Drainage routes

Forton and Hollins Lane

- Wyre Council Boundary
- Main rivers
- Local Plan Site Allocations
- Drainage routes
- Lancaster Canal







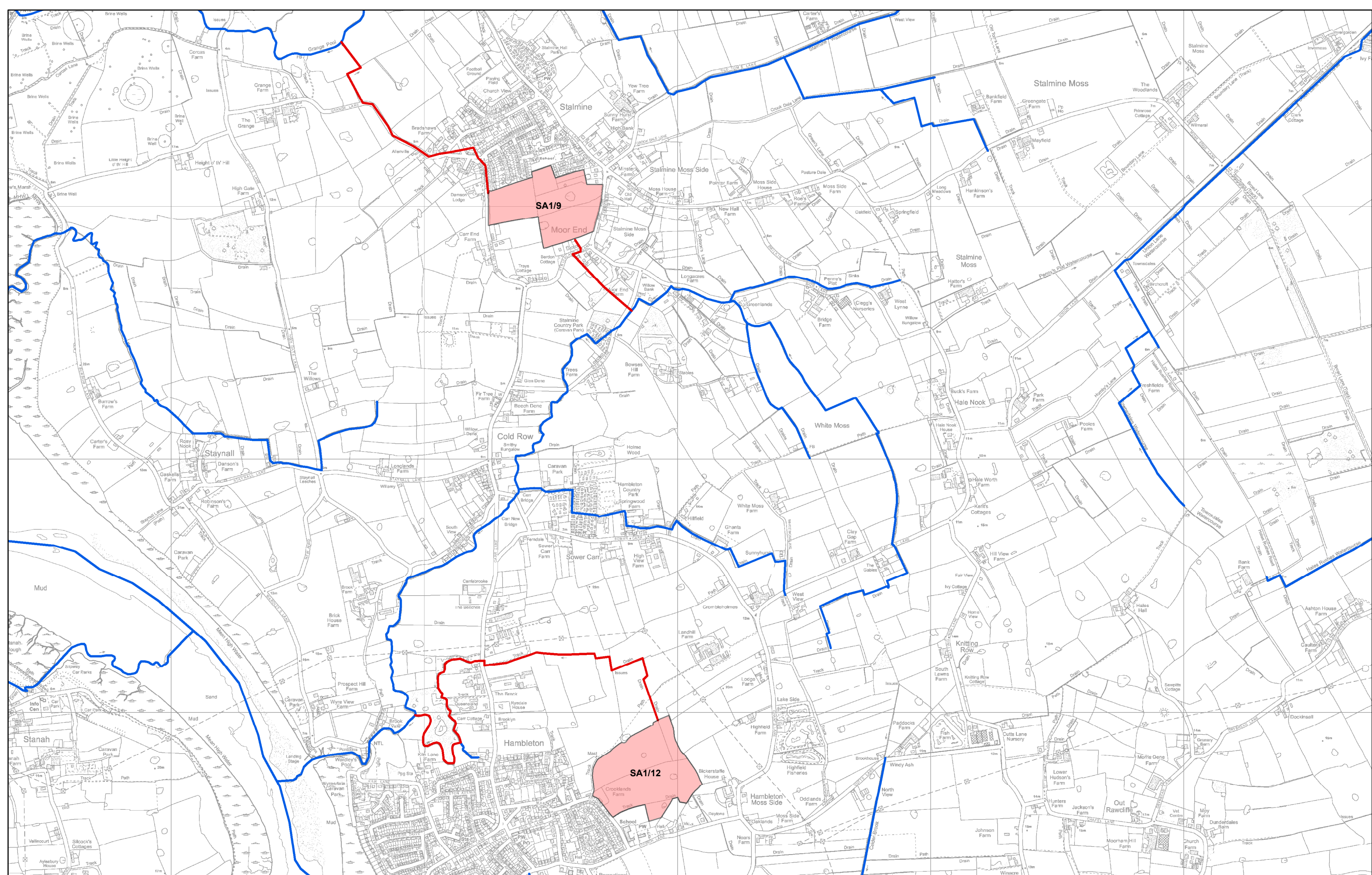
### Appendix 3: Drainage routes

Great Eccleston

- Wyre Council Boundary
- Main rivers
- Local Plan Site Allocations
- Drainage routes
- Lancaster Canal







### Appendix 3: Drainage routes

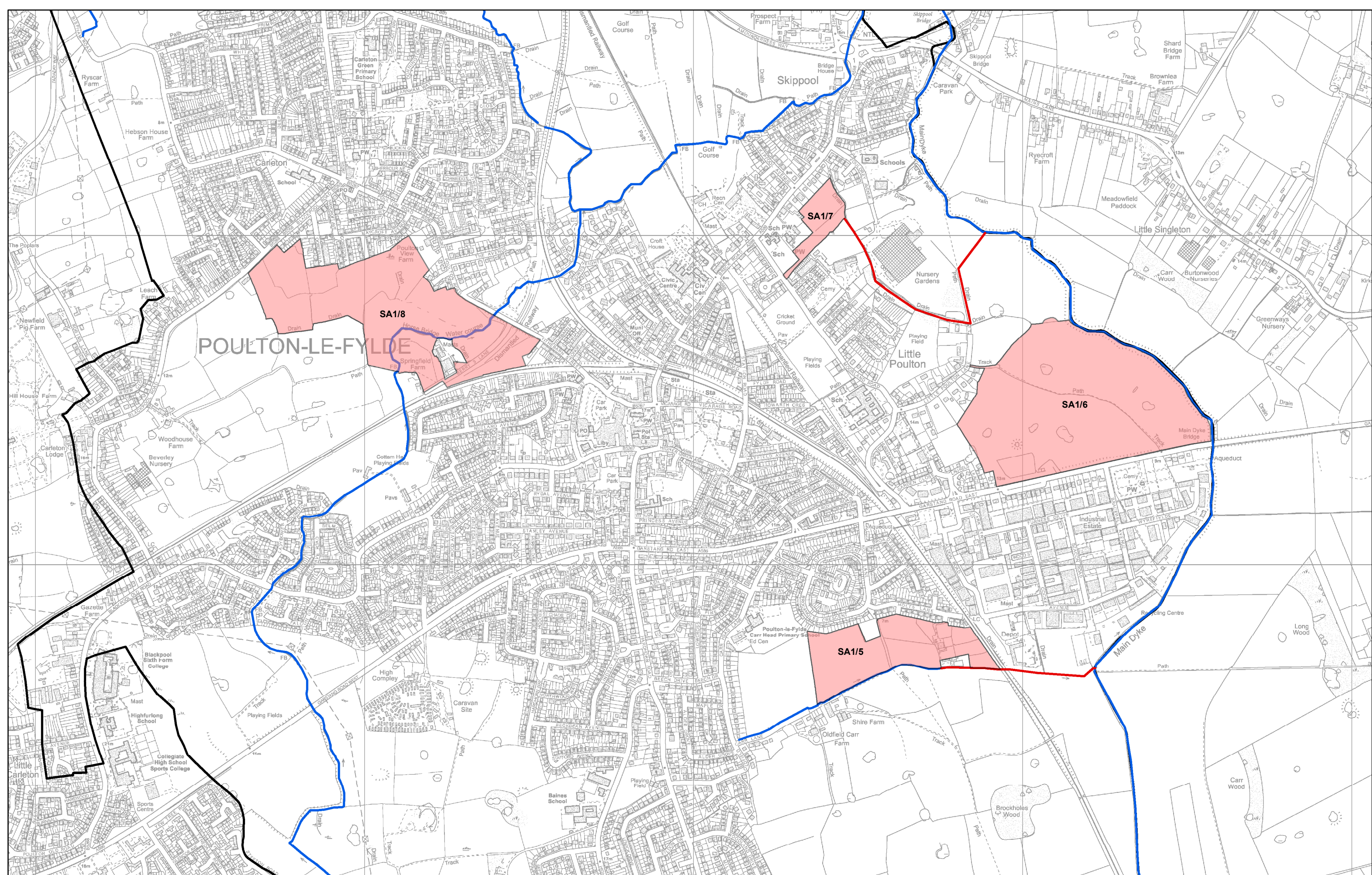
Hambleton and Stalmine

- Wyre Council Boundary
- Main rivers
- Local Plan Site Allocations
- Drainage routes
- Lancaster Canal

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### Appendix 3: Drainage routes

Poulton-le-Fylde

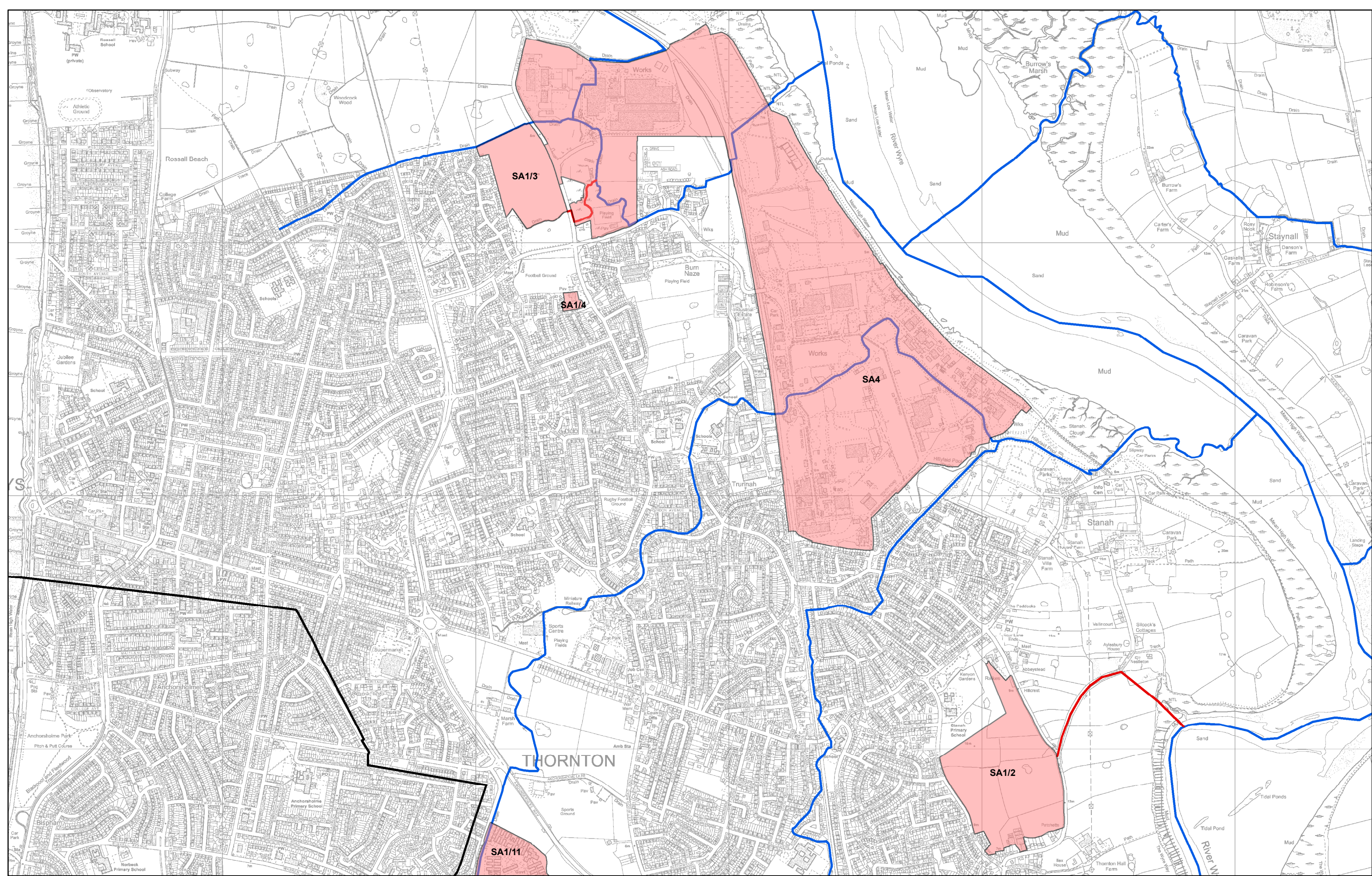
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### Appendix 3: Drainage routes

Thornton

- Wyre Council Boundary
- Main rivers
- Local Plan Site Allocations
- Drainage routes
- Lancaster Canal

