Infrastructure Delivery Plan (IDP)

Shaping the future from fells to shore
1. **Introduction**

1.1 The Wyre Local Development Framework (LDF) is the collection of local development documents, which will collectively deliver the spatial planning strategy for the Wyre district.

1.2 The Core Strategy is the key plan within the LDF. The Core Strategy should set out the Council’s vision, spatial strategy and strategic objectives for the future development of Wyre over the next 15 years in line with the principles of sustainable development and the priorities of Wyre’s Sustainable Community Strategy.

1.3 The Core Strategy will identify broad locations for future development and growth to meet the needs of the local community for housing, employment and other uses. New development needs to be supported by a level and type of infrastructure appropriate to meet the needs of existing and future residents. This may be achieved through the protection and improvement of existing infrastructure and/or requiring new infrastructure to be established alongside new development.

1.4 The Infrastructure Delivery Plan (IDP) seeks to establish what additional infrastructure and service needs are required to support the projected population growth and planned increase in new homes and jobs in the District to 2028.

1.5 Planning Policy Statement 12 (PPS12) identifies that the Core Strategy is a means of orchestrating the necessary social, physical and green infrastructure to ensure sustainable communities are delivered. PPS12 requires that the Core Strategy should be supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area, taking account of its type and distribution. This evidence should cover who will provide the infrastructure and when it will be provided. The Core Strategy should draw on and in parallel influence any strategies and investment plans of the local authority and other organisations.

1.6 The term ‘infrastructure’ includes *physical* infrastructure such as road and rail needs, flood alleviation, electricity and gas supply, water supply and waste water; *social* infrastructure such as affordable housing, education, health and community facilities and *green* infrastructure such as parks, playing fields, allotments, public open space and footpaths/cycle ways.

1.7 The IDP will help ensure that any additional infrastructure and services that are needed are identified and delivered in a timely, co-ordinated and sustainable way. It is also a key piece of evidence that will provide a robust basis on which the Council will seek to influence public, private and agency funding and priorities.

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1. **PPS12:** Creating Strong Communities through Local Spatial Planning
1.8 The IDP has been prepared by drawing on information from Council and County Council services (such as engineering, transport and education) and other infrastructure providers (such as National Grid and the Primary Care Trust). Consultation with both internal and external partners has been on-going during the development of the Core Strategy and has been essential to feed into the development of the Spatial Strategy and the policies.

1.9 The IDP forms an important part of the evidence base for the Core Strategy and will cover the plan period. The IDP is a living document and reflects the current information available to date. It will be regularly updated and therefore is not considered to be exhaustive. It will be periodically reviewed and monitored.

1.10 The IDP will also provide the basis for establishing the Council’s policies on a Community Infrastructure Levy (CIL). Further detailed work will be undertaken to establish appropriate charging regimes. The Council’s approach to developer contributions towards infrastructure provision is set out in Policy CS17 of the Core Strategy.
<table>
<thead>
<tr>
<th>Ref</th>
<th>Scheme</th>
<th>Need for Scheme</th>
<th>Lead organisation</th>
<th>Core Strategy Objective/Policy</th>
<th>Costs and Funding</th>
<th>Indicative Phasing</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Transport Corridor Study M55 to Fleetwood</td>
<td>To clarify current understanding of transport connectivity between Fleetwood and the M55 (J3)</td>
<td>LCC</td>
<td>2/CS12/CS16</td>
<td>£100k</td>
<td>LCC LTP 3</td>
<td>By March 2014</td>
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<tr>
<td>2</td>
<td>Blackpool to Fleetwood Tramway Upgrade</td>
<td>To improve access to employment and education opportunities, support the visitor economy and encourage a modal shift away from the car</td>
<td>LCC</td>
<td>2/CS3/CS5/CS16</td>
<td>£6.965m</td>
<td>LCC LTP 3</td>
<td>2011/2012</td>
</tr>
<tr>
<td>3</td>
<td>Re-instatement of Poulton to Fleetwood rail line and associated works</td>
<td>To improve access to and from Fleetwood and to encourage a modal shift away from road transport potentially relieving pressure on the A585(T).</td>
<td>2/CS3/CS4/CS12/CS16</td>
<td>Governance for Railway Investment Projects (GRIP) 2 Feasibility Study £30k shared equally by LCC and WC.</td>
<td></td>
<td></td>
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<tr>
<td>3a</td>
<td>Re-instatement of Poulton to Fleetwood rail</td>
<td></td>
<td>Poulton &amp; Wyre Railway Society / Poulton and Wyre</td>
<td>2/CS3/CS4/CS6/CS12/CS16</td>
<td>Unknown</td>
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</tbody>
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<tr>
<th>Ref</th>
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<tr>
<td>3b</td>
<td>Re-instatement of stations at Thornton and Burn Naze</td>
<td>Poulton &amp; Wyre Railway Society / Poulton and Wyre Trust</td>
<td>2/CS4/CS12/CS16</td>
<td>Unknown</td>
<td></td>
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<tr>
<td>3c</td>
<td>New station at Fleetwood</td>
<td>Poulton &amp; Wyre Railway Society / Poulton and Wyre Trust</td>
<td>2/CS3/CS16</td>
<td>Unknown</td>
<td></td>
<td></td>
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<tr>
<td>3d</td>
<td>New platform arrangement at Poulton station</td>
<td>Network Rail</td>
<td>2/CS6/CS16</td>
<td>Unknown</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>4</td>
<td><strong>Electrification of Preston to Blackpool line.</strong></td>
<td>Network Rail</td>
<td>2/CS6/CS16</td>
<td>Not yet known but overall cost £300m (this includes Manchester to Liverpool electrification)</td>
<td>Network Rail</td>
<td>2016</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td><strong>Poulton Town Centre Traffic Management</strong></td>
<td>LCC/Wyre Council</td>
<td>2/CS6/CS16</td>
<td>Unknown</td>
<td>Section 106/CIL</td>
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</table>

**Notes:**
- Scheme likely to be included in a roll forward of the LTP3, to be accompanied by details of a funding.
<table>
<thead>
<tr>
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<tr>
<td>6</td>
<td>Access road Hillhouse, Thornton</td>
<td>To safeguard land for new access road to Hillhouse Industrial Area and landfill site</td>
<td>LCC</td>
<td>2/CS4/CS12/CS16</td>
<td>Unknown</td>
<td>Delivery uncertain</td>
<td>Contained within the Minerals and Waste LDF. Road part built for access to Waste Transfer Station</td>
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<tr>
<td>7</td>
<td>M55 to Norcross link</td>
<td>To provide improved road links between Fleetwood and M55 (Link to Amounderness Way at junction with Mains Lane)</td>
<td>LCC</td>
<td>2/CS16</td>
<td>£100m</td>
<td>Major Local Transport Scheme Funding</td>
<td>Due to scale and cost this is unlikely to come forward during the lifetime of this plan</td>
</tr>
<tr>
<td>8</td>
<td>North West Coast Connections – new 400kV route (pylons and wires), likely to be through Wyre</td>
<td>To provide transmission infrastructure required by new nuclear power stations at Heysham and Sellafield</td>
<td>National Grid</td>
<td>2/CS17</td>
<td>Unknown</td>
<td>National Grid</td>
<td>Construction starts 2015 operational 2023</td>
</tr>
<tr>
<td>9</td>
<td>Wyre Power</td>
<td>To generate energy</td>
<td></td>
<td>2/CS17</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9a</td>
<td>875 MW combined</td>
<td>Wyre Power (Carron Energy)</td>
<td>2/CS4/CS12/CS17</td>
<td>£600m</td>
<td>Wyre Power (Carron Energy)</td>
<td>Grid connection</td>
<td></td>
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<tr>
<td>Ref</td>
<td>Scheme</td>
<td>Need for Scheme</td>
<td>Lead organisation</td>
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<tr>
<td>9b</td>
<td>Underground pipeline and cable</td>
<td>To connect with main national gas pipeline for supply, To connect by cable to Stanah substation to feed into the National Grid.</td>
<td>Wyre Power (Carron Energy) 2/CS4/CS12/CS17</td>
<td>Part of above</td>
<td>Wyre Power (Carron Energy)</td>
<td>2016</td>
<td></td>
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<tr>
<td>9c</td>
<td>Hillhouse Electricity Supply</td>
<td>Required to increase from 13MVA to 25 MVA</td>
<td>NPL 2/CS4/CS12/CS17</td>
<td>£3.5m</td>
<td>Growing Places Fund</td>
<td>June 2012 options study completed (Electricity North West) Electrical transformation complete 2013</td>
<td></td>
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<tr>
<td>10</td>
<td>Sea Change project</td>
<td>To drive cultural and creative regeneration and economic growth by funding inspiring, creative and innovative</td>
<td>Wyre Council 7/CS3/CS5</td>
<td>£1.6m</td>
<td>Sea Change Grant (DCMS)/Lofthouse family</td>
<td>Commenced 2010 – completed 2012</td>
<td></td>
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<tr>
<td>Ref</td>
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<td>Need for Scheme</td>
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<td></td>
<td></td>
<td>projects, bringing a sense of pride, enjoyment and celebration</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>11</td>
<td>Thornton Local Service Centre</td>
<td>To provide services for the local community and the residential development allocated in the AAP.</td>
<td>Developer</td>
<td>5/CS4?CS12/CS15</td>
<td>Unknown</td>
<td>Developer</td>
<td>Planning consent exists for 4,808 sq.m foodstore plus associated retail, leisure and community uses.</td>
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<td>12</td>
<td>Employment Area, Catterall</td>
<td>To provide employment opportunities for the residents of Garstang, Catterall and rural Wyre</td>
<td>Unknown</td>
<td>7/CS9/CS15</td>
<td>Unknown</td>
<td>Developer</td>
<td></td>
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<tr>
<td>13</td>
<td>New sea and flood defences</td>
<td>To reduce the risk of flooding to communities, property, infrastructure and the natural environment</td>
<td>1/CS25</td>
<td></td>
<td></td>
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<tr>
<td>13a</td>
<td>Rossall (between Rossall Hospital and Fleetwood Golf Course)</td>
<td>Wyre Council</td>
<td>1/CS3/CS5/CS25</td>
<td>£55m</td>
<td>DEFRA</td>
<td>2014-2018</td>
<td></td>
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<tr>
<td>13b</td>
<td>Works along Wyre Estuary</td>
<td>Wyre Council</td>
<td>1/CS3/CS4/CS7/CS12/</td>
<td>£3.5m</td>
<td>In partnership with Associated</td>
<td>Post 2018</td>
<td></td>
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<tr>
<td>Ref</td>
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<td>Source</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>CS25</td>
<td>British Ports and NPL</td>
<td></td>
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<tr>
<td>13d</td>
<td>Knott End Sea Defences</td>
<td>Environment Agency</td>
<td>1/CS7/CS25</td>
<td>£2.5m</td>
<td>DEFRA</td>
<td></td>
<td></td>
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<tr>
<td>13e</td>
<td>Jubilee Gardens to Rossall Hospital</td>
<td>Wyre Council</td>
<td>1/CS3/CS5/ CS25</td>
<td>£40m</td>
<td>DEFRA</td>
<td></td>
<td></td>
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<tr>
<td>14</td>
<td>Poulton Wastewater treatment works (likely to be in Fylde Borough)</td>
<td>To reduce storm spills &amp; increase treatment capacity</td>
<td>United Utilities PLC</td>
<td>1/CS6/CS25</td>
<td>Construction costs circa £35m</td>
<td>United Utilities PLC</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Healthcare Services</td>
<td>To provide improved Primary Care facilities</td>
<td>4/CS17</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>15a</td>
<td>Poulton</td>
<td>North Lancashire Primary Care Trust/Wylde Consortia/Private Sector</td>
<td>4/CS6/CS17</td>
<td>Undetermined</td>
<td>North Lancashire Primary Care Trust/Wylde Consortia/Private Sector</td>
<td></td>
<td>Additional facilities required</td>
</tr>
<tr>
<td>15b</td>
<td>Great Eccleston</td>
<td>North Lancashire Primary Care Trust/Wylde Consortia/Private Sector</td>
<td>4/CS8/CS17</td>
<td>Undetermined</td>
<td>North Lancashire Primary Care Trust/Wylde Consortia/Private Sector</td>
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<tr>
<td>16</td>
<td>Wyre Estuary Coastal Path Project (part of the Wyre Way)</td>
<td>Forms the final phase of the creation of a continuous multi-use path network between Wyre Estuary Country Park and Fleetwood Nature Park and Fleetwood. High demand for recreational routes away from busy highways.</td>
<td>LCC</td>
<td>3/CS3/CS4/CS16/CS18/CS26</td>
<td>Unknown</td>
<td>Developer</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Creation of nature conservation area with public access following a landfill restoration scheme at Hillhouse</td>
<td>To create an improved environment available to the public, through the remediation and restoration of contaminated areas</td>
<td>Hillhouse Restoration Ltd (part of NPL Estates Ltd group)</td>
<td>4/CS4/CS12</td>
<td>Hillhouse Restoration Ltd (part of NPL Estates Ltd group)</td>
<td>5 phases over 15 years</td>
<td>Planning Consultation from LCC (WC no 11/00656 )</td>
</tr>
<tr>
<td>18</td>
<td>Fleetwood Primary Schools Refurbishment and Extensions</td>
<td>To cater for pupil needs</td>
<td>LCC</td>
<td>4/CS17</td>
<td>£18.5</td>
<td>LCC Primary Schools Capital Programme</td>
<td>2011/12-£3.5m 2012/13-£12m 2013/14-£3m</td>
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<td>18a</td>
<td>Chaucer County Primary</td>
<td></td>
<td>4/CS3/CS17</td>
<td>£3.8m</td>
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<td>18b</td>
<td>Charles Saer County Primary</td>
<td></td>
<td>4/CS3/CS17</td>
<td>£5.5m</td>
<td></td>
<td></td>
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<tr>
<td>Ref</td>
<td>Scheme</td>
<td>Need for Scheme</td>
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<tr>
<td>18c</td>
<td>Flakefleet County Primary</td>
<td></td>
<td>Flakefleet County Primary</td>
<td>4/CS3/CS17</td>
<td>£4m</td>
<td></td>
<td></td>
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<tr>
<td>18d</td>
<td>Larkholme County Primary</td>
<td></td>
<td>Larkholme County Primary</td>
<td>4/CS3/CS17</td>
<td>£2.3m</td>
<td></td>
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</tr>
<tr>
<td>18e</td>
<td>St Wulstons &amp; St Edmunds Roman Catholic School</td>
<td></td>
<td>St Wulstons &amp; St Edmunds Roman Catholic School</td>
<td>4/CS3/CS17</td>
<td>£1.1m</td>
<td></td>
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<tr>
<td>18f</td>
<td>Shakespeare County Primary</td>
<td></td>
<td>Shakespeare County Primary</td>
<td>4/CS3/CS17</td>
<td>£1.3m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18g</td>
<td>St Mary's Roman Catholic Primary School</td>
<td></td>
<td>St Mary's Roman Catholic Primary School</td>
<td>4/CS3/CS17</td>
<td>£0.5m</td>
<td></td>
<td></td>
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<tr>
<td>19</td>
<td>Blackpool &amp; Fylde College, Fleetwood Nautical Campus</td>
<td>To refurbish halls of residence and teaching block</td>
<td>Blackpool &amp; Fylde College</td>
<td>4/CS3/CS17</td>
<td>£7.66m</td>
<td>Blackpool &amp; Fylde College</td>
<td>June 2011-October 2012</td>
</tr>
</tbody>
</table>
2. Transport

2.1 Roads

2.1.1 The Highways Agency is responsible for the national strategic road network, primarily motorways and major trunk roads used to move people and freight around the country. Within the Borough the Highways Agency has responsibility for the A585(T) and also the M55 which is easily accessed from the Borough’s highway network.

2.1.2 In January 2012 the Department for Transport launched a consultation on its preferred approach to major transport scheme funding, focused on Local Enterprise Partnerships (LEPs), local transport authorities and devolved decision making.

2.1.3 Lancashire County Council is the Highway and Transport Authority for Wyre District with responsibility for the preparation of the Local Transport Plan (LTP3).

http://www.lancashire.gov.uk/corporate/web/?siteid=5489&pageid=29612

This takes a ten year view to 2021 of the County Council’s priorities and broad activities for transport. Delivery of the strategy is through a rolling three-year programme (updated annually) in the Implementation Plan. This sets out a comprehensive programme of transport projects that will be implemented in the three years to 2013/14.

Under the Implementation Plan LCC will invest £35.48 million on highways and transport services in Wyre, with £13.54 million of capital funding and £21.94 million of revenue support. This will be targeted at:

- tackling deprivation and worklessness in Fleetwood
- improving public transport connectivity and links into Preston and Blackpool
- improving strategic connectivity to key employment sites and major destinations including the strategic employment site at Hillhouse, Thornton.

2.1.4 The programme includes a Transport Corridor Study for the M55 to Fleetwood corridor which will examine the whole issue of connectivity of the Fleetwood peninsula. The LTP also states that future decisions on infrastructure planning and provision will be based on a Highways and Transport Master Planning exercise to cover Fylde and Wyre which will be developed as part of the LTP to establish strategic priorities for the area.

2.1.5 The Highways Agency, together with Lancashire County Council, the Borough Council and Fylde Council, comprise the Strategic Transport Strategy Steering Group, associated with the Strategic
Site (Fleetwood-Thornton Area Action Plan - AAP). The Sustainable Transport Strategy of the AAP identifies a strategy by which proposed developments in the AAP provides mitigation measures to the Local Highway network (LHN) and the Strategic Road Network (SRN) from car–borne residential, leisure and employment development generated trips. AAP - Appendix B Sustainable Transport Strategy - Fleetwood-Thornton Area Action Plan - Downloads - Wyre Council

2.1.6 Land is safeguarded for a new access road at Hillhouse Industrial area under Policy SA2 of the Lancashire Minerals and Waste Site Allocations and Development Management Policies DPD (Draft). Part of the road has already been built to provide access to the Waste Transfer Station. The safeguarded route provides access to the Hillhouse Industrial area and to the landfill site.

2.1.7 The long standing proposal to provide an improved link road link between Fleetwood and the M55 near Kirkham, known as the M55 to Norcross Link Road will be considered as part of the Transport Corridor study for the M55 to Fleetwood corridor. The line of this link road will continue to be protected by the County Council and by Policy CS1 of the Core Strategy. However, the scale and likely high cost of the project effectively rules out any detailed development work within the lifetime of the current LTP and consequently excludes any likelihood of implementation within the lifetime of the Core Strategy. The implementation of the Core Strategy does not depend on the construction of the M55 to Norcross Link Road it simply enables the route to be safeguarded.

2.2 Air Quality

2.21 Wyre Council is working with the County Council towards a Local Air Quality Action Plan for an area of Poulton-le-Fylde’s town centre. A network appraisal will include options at Hardhorn Road, links to town centre parking, signage, routeing and Traffic Regulation Orders.

2.3 Tram

2.3.1 The County Council’s capital programme for Wyre, over the three year period, is dominated by its contribution of £6.97m to the completion of the Blackpool to Fleetwood tramway upgrade. The new system will be operational from 2012, the challenge will be to realise the system’s potential by encouraging transfer from the car on north-south routes, reducing congestion and pollution. Also to build on the SINTROPER tram train pilot looking at light rail connectivity between the tramway and Blackpool North and the South Fylde line stations; and for the longer term the line between Poulton le Fylde and Fleetwood, via the restored Poulton Curve.
2.4 Rail

2.4.1 The Poulton and Wyre Railway Society supported by the Poulton and Wyre Trust aspire to re-open the line as a heritage railway, potentially with the prospect of running a commuter service to the Hillhouse strategic employment area at Thornton, using heritage rolling stock. This potentially involves

- a railway from Poulton to Fleetwood with regular through trains running from a new Fleetwood station to Poulton and connections beyond, by a Train Operating Company
- a shuttle service could also be run from a new separate platform at Poulton using diesel/electric railcars
- freight operations could be sought from the larger businesses in the area which is likely to be dependent on markets and the length of haul
- the provision of heritage transport with some steam hauled services at weekends, bank holidays and daily in the summer period could be considered
- Thornton and Burn Naze stations being brought back into use and a new station established at Jameson Road for passengers to and from Farmer Parr’s and the Caravan Parks
- consideration could be given to the future re-opening of the Poulton curve to facilitate trains running from Blackpool to Fleetwood and for the turning of steam engines, which would encourage the visits of more chartered passenger trains to Blackpool and Fleetwood.
- a transport hub with a park and ride car park established at Fleetwood Station and
- further park and ride at Burn Naze and Poulton stations.

2.4.2 A Grip 2 study will assess the feasibility of a new line and platform at Poulton Station. This is to be jointly funded by LCC and Wyre Council.

2.4.3 The electrification of the Preston – Blackpool North rail line by 2016 is likely to benefit Poulton and the wider area, bringing greater service reliability with the potential for increased capacity, better rolling stock and improved links to Manchester, Manchester Airport and Liverpool.

2.5 Bus

2.5.1 The extensive bus service is provided by a number of operators some of which are operated on behalf of or in partnership with Lancashire County Council such as Stagecoach and Blackpool Transport. There are also a number of Community Transport services, such as Dial a Bus service.
2.6 Cycle

2.6.1 Wyre has fewer cycle facilities than other areas. For example there are 17.6 km off road cycle paths in Wyre compared to 67km in Lancaster. Though historically Wyre had high levels of cycling in the urban areas, cycle use has declined due to an under investment in cycle facilities, increased traffic and changing travel patterns. Amounderness Way in particular acts as a barrier to cycling and walking in the area.

2.6.2 Better sustainable links between Blackpool and the major employment areas at Norcross and Thornton will be created by the completion of the Thornton Cycle Route due to be completed in 2012.

3. Energy Supply

3.1 Electricity

3.1.1 National Grid owns, manages and operates the high-voltage transmission (typically 275,000 and 400,000-volt overhead lines) system through Wyre. This is the most efficient way to transmit electricity across long distances to local distribution companies. These companies then supply electricity at progressively lower voltages to homes and businesses. Suppliers sell electricity to the consumer.

3.1.2 Both the Sellafield and Heysham sites have been nominated by the Government for new nuclear power stations in the draft National Policy Statement for Nuclear Power Generation (EN-6). National Grid now has to work out how and where to reinforce the electricity transmission network in the North West to provide these connections. It needs to ensure a secure and reliable system which can support all electricity users at all times, even during maintenance or unexpected disruptions which may result from, for example, extreme weather.

3.1.3 Of the 6 strategic route options being considered by National Grid, 5 pass through the Wyre area. The project will be considered by the Infrastructure Planning Commission (or its successor) and the application to the IPC is expected to be made in 2015. It is estimated that construction on the nuclear power stations will commence in 2015/16 and the whole system will be operational by 2023.

3.1.4 Electricity North West owns, operates and maintains the North West’s electricity distribution network and is regulated by Ofgem - the Office of the gas and electricity markets. 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.

3.1.5 A new gas fired power station is planned by Wyre Power, who proposes to build 875 megawatts (MW) of new electricity generation on land within the Hillhouse International Business Park Thornton with an investment of £600 million. The development will consist of two highly efficient elements: an 850MW combined cycle gas turbine power station and a 25MW open cycle gas turbine power station. It is located close to the Stanah National Grid sub-station to which the power plant will connect via a buried cable.

3.1.6 Wyre Power has a grid connection date of August 2016. Local planning has been obtained and the Company is working to obtain the Section 36 consent from DECC (Department of Energy and Climate Change) which is the permission to build the power plant. The final construction programme will be agreed with the selected Original Equipment Manufacturer with the intention to meet the connection date.

3.1.7 Electrical supply is close to capacity at the Hillhouse site. A Growing Place Fund submission has been made which includes a bid (£3.5m) to address the electricity capacity issues at Hillhouse. On-site electrical infrastructure requires urgent upgrading to meet the expansion needs of existing business. Existing capacity is 13mva and is close to full utilisation. It needs upgrading to 25mva to support future needs and new development sites. Without guarantee of this supply, the site cannot be effectively marketed etc.

3.1.8 Post application for such an increase, Electricity North West will review the capacity of Stanah sub-station (Thornton Supply) and determine the most cost effective investment needed on Hillhouse. The major landowner, NPL, and their consultant Integrated Utilities Services (IUS) are developing an electrical infrastructure development plan designed to give the tenants security of supply. The ‘cheapest’ solution will utilise the present supply infrastructure from Stanah sub-station and would cost in the region of £3.4 million (quoted by Power Technical Services). An alternative solution that would utilise a different supply network from Stanah could reduce these costs by diverting from the Thornton Supply and require a lower level of infrastructure provision.

3.2 Gas

3.2.1 National Grid owns and operates the National Transmission System (NTS) throughout Great Britain and owns and operates the distribution network in the North West. 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 or
3.2.2 A gas supply pipeline is required to supply the proposed gas power station and consequently there will be a new 11km long gas pipeline to the proposed power station to connect the to the NTS. The connection to the existing gas supply route (NTS) will be at a site within St. Michaels on Wyre. The route of the proposed pipeline would be Rawcliffe Moss – Out Rawcliffe – land to north of Hambleton – under the River Wyre and into site at the former ICI site.

3.2.2 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.

3.3 Telecommunications

3.3.1 Telecommunications infrastructure is not considered to be a major critical concern in terms of future infrastructure planning. Telecommunications infrastructure is a rapidly changing technology and therefore there may be need over the plan period for infrastructure development to meet changing technological demand.

3.3.2 Broad band coverage appears only to be an issue in the very remotest parts of the Borough.

3.4 Renewable Energy

3.4.1 Lancashire is a committed to becoming a low carbon economy and in order to progress its progress toward the national goal of generating 15% of the UK’s energy needs from renewables by 2020, the need for a consistent evidence base across the local authorities was recognised. The drive towards increasing the deployment of renewable energy is as important for the achievement of economic and social imperatives, such fuel security, job creation and addressing fuel poverty, as it is for environmental reasons fostering a low carbon future for communities.

3.4.2 SQW supported by Maslen Environmental and CO2Sence, was commissioned by Lancashire County Council in February 2011 to undertake a study to facilitate the development of sustainable energy resources and provide follow up guidance and support to local authorities. This study provided a view of the overall potential technical capacity for renewable energy generation across Lancashire, and within the individual local authorities, to 2020. They did not provide an indication of what could be deployed or should be deployed. A second study was later commissioned which translates this technical capacity to a more realistic deployable capacity and providing support to local authorities concerning the application of this evidence base.

3.4.3 The study identified, in Wyre, a current installed renewable energy...
capacity of 22MW comprised of the following:

<table>
<thead>
<tr>
<th>Capacity Type</th>
<th>Capacity (MW)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial scale wind</td>
<td>6.0</td>
</tr>
<tr>
<td>Small scale wind</td>
<td>0.6</td>
</tr>
<tr>
<td>Plant biomass</td>
<td>4.5</td>
</tr>
<tr>
<td>Energy from waste</td>
<td>10.4</td>
</tr>
<tr>
<td>Microgeneration (all solar)</td>
<td>0.1</td>
</tr>
</tbody>
</table>

3.4.4 The forecast of Wyre’s future potential deployable capacity at 2020 is 91MW, which is 11% of the total for Lancashire, second highest in the County after West Lancashire. Commercial scale wind (≥ 100kW) is likely to provide a significant proportion of the renewable energy deployment across Wyre due to the naturally occurring resources available, with energy from waste and then microgeneration likely to be the next most significant renewables deployed.

3.4.5 Walney offshore wind farm does not contribute to the above figures. Walney 1 and 2 consists of 102 turbines with an installed capacity of 367 MW. New power lines and an extended substation, at Stanah, have been constructed to transfer the power generated from Walney 2 into the National Grid. The power from Walney 1 and the proposed extension comes ashore at Heysham. The proposed extension will generate 572-768MW of installed capacity provided by 109 to 209 wind turbines and will be determined by the IPC or its successor.

4. Sea Change project

4.1 The vision for the Sea Change project:

4.1.1 To celebrate and demonstrate the culture, heritage and intrinsic value of Wyre’s Coastline, to regenerate and integrate the resorts of Fleetwood and Cleveleys contributing to a wider Lancashire and North West England offer’

And

‘To create a sustainable and distinctive seafront with a mix of facilities, good quality of life, and connectivity, built around enhancing the key assets of Fleetwood’s Marine Hall and the open setting’.

And aims to deliver a unique combination of projects to improve the cultural attraction of the coast.

4.2 Marine Hall Gardens, Fleetwood

4.2.1 Planting will be taking place in Spring 2012 and becoming established over the Summer. The grounds are being transformed taking the landscaping back to the venue’s heyday of the 1930s. Plans include a dramatic outdoor performance area to play host to a range of shows and events from 2012 onwards. New paving of the colonnades has been
completed, the new central steps have been installed and the granite seating next to the fountain area is complete. Paving of the stage area is currently underway (November 2011).

4.3 A Mythic Coastline

4.3.1 Wyre’s mythical past has been brought to life in a locally inspired storybook – ‘The Sea Swallow’. The beautifully illustrated book - written by children’s author Gareth Thomas - draws on the history and folklore of the area. Every key stage 2 school child in Wyre has received a copy of the book and it is also available to buy from Wyre’s Visitor Centres. A series of art works based on the book are planned for Wyre’s waterfront. Work is underway on two of the sculptures that should be in place on Cleveleys promenade by late Spring 2012. The first is a Memorial to commemorate Shipwrecks along the Fylde coast from 1643 to 2008. The second is a 10 metre tall Sea Swallow sculpture that will act as a visual beacon at the end of Victoria Road, Cleveleys. Detailed designs for the other artworks in the Sea Swallow series are currently being worked on (November 2011).

4.4 Rossall Observation Tower

4.4.1 Further down the coastline, plans continue for a new iconic observation tower, linking the developments taking place at Cleveleys and Fleetwood. Overlooking Morecambe Bay, the Bowland Fells, the Irish Sea and the Lune Deep the tower will provide a viewing point, an educational facility and a place for people to enjoy the natural environment.

4.4.2 The building is due for completion by late spring 2012.

5. Local Centre

5.1 An outline planning consent exists for a local centre incorporating a food store of 4,804 square metres (gross) (2,298 net sales area), 4 retail/financial units of 139 square metres each, 1 leisure unit of 1,114 square metres; four of the units to have ancillary storage at first floor with 2 residential units above one of the units; a Community Centre building of 420 square metres and additionally public realm/square works, a car park incorporating circa 471 car parking spaces, highway works, plant and servicing areas. Also full permission for associated watercourse diversion and ecological mitigation/creation.

5.2 The approved access arrangements includes; access to the site for customers, staff and delivery vehicles – from the new roundabout on Fleetwood Road North.
5.3 Pedestrian linkages are also to be provided from Fleetwood Road North to the shopping area. These links will also be available to cyclists. A large car park incorporating circa 471 no spaces are also proposed. The public square would be to the south of the site, next to the smaller units and the service/delivery yard would be to the east of the site – to the rear of the food store.

6. Employment Area, Catterall

6.1 Garstang has been identified as a Key Service Centre within Wyre’s rural hinterland and Catterall is in close proximity. They are both situated on the A6, a key strategic transport corridor, linking Preston to Lancaster and Blackpool (via the A856) and Fleetwood (via the A585).

6.2 Expanding Catterall’s employment activities would create the opportunity to establish further jobs within rural Wyre, strengthen the local economy, improve access from the A6 and also reinforce Catterall’s capabilities as an employment hub within Wyre’s rural hinterland.

6.3 The Employment Land Review (2008) indicates that Catterall provides opportunities to expand utilising the additional land available. However, further investigations will need to be undertaken to establish the viability of sites in the area.

7. Flood Risk and Flood Defence

7.1 The coast and estuary are a vital resource for the Fylde Coast, providing the basis of its tourist economy and resident well-being. The coastal defences which protect the hinterland from flooding also provide public spaces and access to recreation activities. 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.

7.2 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.

7.3 Flood risk is an important issue for Wyre. The majority of the urban areas are susceptible to flooding from the rivers, the sea and from surface water. The main areas subject to flood risk are identified in the Wyre Borough Strategic Flood Risk Assessment (SFRA) completed in April 2007 with parts of the urban west, Rural West and the Central
Rural Plain being at greatest risk. PPS25 promotes the sequential approach to allocating land for development. An update of the SFRA will be carried out in 2012.

7.4 The SFRA will inform the location of new development that must minimise the risk to lives and property. Flooding is a material consideration in the majority of planning decisions within the borough as over 50% of the current housing stock lies within zone 3a (at risk of flooding from tidal sources of greater than 0.5% or from fluvial sources greater than 1%). The Council therefore places the minimisation of flood risk as one of its key priorities and the adaptation and mitigation of flooding is a Strategic Objective of the Core Strategy. This is evidenced by the multi million pound investment in coastal defences and the high level of maintenance provided to both coastal and fluvial assets.

7.5 A programme of improvements to existing coastal defences is on-going in accordance with the Wyre Flood and Coastal Defence Strategy (currently being reviewed) which develops the policies within the Cell 11 Shoreline Management Plan 2. New sea defences and improvements to watercourses are planned to commence within the next 5 years, the main works will be major improvements to the Rossall sea defences (between Rossall Hospital and Fleetwood Golf Course), which are likely to be constructed in 2014-18. Improvements to the coastal defences at Knott End, Anchorsholme (Blackpool) and to Hillylaid Pool, Royles Brook, Springfield and Copse Brook watercourses are also planned within the next five years. In the longer term works along the rest of the coastal frontage and from the estuary at Fleetwood Docks to Stanah are also planned.

8. Water and Drainage Infrastructure

8.1 Water Supply

8.1.1 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 is under a statutory duty to ensure that adequate water treatment infrastructure is provided to meet the requirements of new development.

8.1.2 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 that fall outside of the five-year period.
8.1.3 Proposals for expenditure in the years 2010-2015 (published November 2009) are contained within the published five-year Investment Plan (Asset Management programme). The plan can be found at http://www.unitedutilities.com/PR09FinalBusinessPlan.aspx

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.

The next period of investment will be 2015-2020 for which UU has already started to identify its infrastructure needs for a submission to Ofwat in 2014.

8.1.4 A Study by Ekogen for the North West Development Agency (August 2008) http://www.nwda.co.uk/pdf/NW%20Infrastructure%20Study%20Final%20Report%20FINAL.pdf found there are currently no areas in the North West ‘in deficit’. There is a positive supply-demand balance in water supply until 2022/23. UU has identified that there will be a deficit of water supply from 2022/23 and this can be addressed by leakage reduction and water efficiency measures until 2025. UU has identified that this deficit from 2022 onwards can mostly be provided by increasing supply sources.

8.1.5 Demand management measures such as metering, leakage control and water efficiency are a key element in UU’s Water Resource Management Plan (WRMP) http://www.unitedutilities.com/WaterResourcesPlan.aspx to suppress future demand growth.

8.1.6 In terms of water supply in Wyre, there is generally considered to be sufficient capacity for the levels of development proposed. Recent investment in the area has focused on addressing water quality and discolouration risks by undertaking cleaning of large diameter aqueducts and local distribution mains. These activities are currently planned to continue over the next 5 to 8 years. However, there could be implications for a need to enhance water quality following the implementation of the European Union Water Framework Directive.

8.1.7 Because Wyre is on the whole very flat, the main concern for potable water supply is maintaining pressure to meet required standards. Many areas have to rely on the head of low level local service reservoirs to provide the necessary head to meet pressure standards. Pumping in supply would be the main solution but is costly and of questionable sustainability.

8.1.8 There is the potential for local problems where significant development places an increased demand on the network to the extent that it reduces pressures below the minimum pressure standard. More
specific information on actual development location and numbers would be required to produce a hydraulic model and confirm the likely impact of a development.

8.1.9 Known areas that could be potentially affected are:
- North of Bourne Road and Fleetwood - because of current low pressure additional demand will cause further drops in pressure.
- East of the M6 – if development is located higher than the supply at Barnacre Reservoir, it will require pumping up and involve significant investment. Scorton, Calder Vale and Oakenclough are below Barnacre Reservoir.

8.2 Wastewater and Drainage

8.2.1 UU is 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.

8.2.2 Also similarly to the water 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 providers investment programme. As a result it needs to be certain that development will take place before it can allocate funds to develop infrastructure.

8.2.3 Funding for the current 5 year period has already been allocated. The next period of investment will be 2015-2020 and UU will start looking at its programme for the next period (2015-2020) in 2013 so that a submission can be made in 2014.

8.2.4 Whilst significant work has been undertaken at Fleetwood Wastewater Treatment Works (which takes waste from Wyre, Fylde and Blackpool) to provide for additional capacity to treat a greater load from the Blackpool and Fleetwood areas, UU has expressed issues with regard to the network hydraulic capacity. This particularly relates to the main Fylde/Blackpool Interceptor tunnel, which runs the length of the sea front from the Manchester Square area of Blackpool to the Golden Mile. This concern is driven by the frequency of storm spills at Manchester Square, Anchorsholme and Chatsworth Avenue pumping stations. Additionally to reduce the number of spills in the River Wyre at Poulton. The Environment Agency (EA) has impressed upon UU and the three local authorities, the risks the spills will have in relation to the new Bathing Waters Directive.

8.2.5 UU’s strategy for spill reduction, one of the many factors, impacting on bathing water quality, has been endorsed by the Environment Agency. The strategy involves two phases:-
8.2.6 1. Construction of a new treatment works around Poulton-le-Fylde, to disconnect a substantial amount of flow volume from the area, from entering the Fylde tunnel and therefore reducing the frequency over which the tunnel is full and spills into the Irish Sea. It is anticipated that this work will be complete in 2014. This new treatment works will cater for a 26,000 population and covers the areas of Poulton Singleton, Hambleton, Stalmine and the properties on Mains Lane not currently connected to the main system. (The prospective site of the new treatment works and Mains Lane lie within Fylde Borough).

8.2.7 2. To develop a new model for the Blackpool, Fleetwood, Thornton and Cleveleys area and in conjunction with the three local authorities develop a plan for the removal of significant surface water from the old combined (carrying both foul and surface water) sewer system. The model has been built but the timescales for the feasibility of options is April 2012 and the development of surface water separation options would follow subject to funding by Ofwat and the local authorities.

8.2.8 Policies should prevent the discharge of surface water into the combined sewerage system. Other methods to reduce surface water run off include the incorporation of Sustainable Urban Drainage Systems (SuDS) in new developments (Policy CS25) and the management of surface water run-off (Policy CS 13).

8.2.9 Lancashire County Council will become responsible for managing surface water by 2012.

8.2.10 There are 82 public pumping stations within the Borough that come under the remit of UU. In addition to these pumping stations there are also pumping stations that are under the ownership of 3rd parties, including the EA and private pumping stations. All private pumping stations that serve two or more properties or if the station is outside of the property boundary, will transfer ownership to United Utilities by October 2016.

8.2.11 Other issues relate to the rural areas: -
   - East of the M6 the only area serviced by sewers is an area around Calder Vale. The Environment Agency resists any private treatment works (septic tanks) and it is unlikely that any development in this area could be connected to the public sewerage system.
   - Central Rural Plain is serviced by Pilling Wastewater Treatment Works.

8.2.12 Despite improvements, there is a problem due a high water table which causes damage to pipes and there is a lack of alternative surface water drainage due to poorly maintained flat ditches and being below tide level. Uneven land in this area means that development is likely to be built on rafts, which can be problematic for pipe laying.
Funding for the current 5 year period has already been allocated. The next period of investment will be 2015-2020 and UU will start looking at its programme for the next period (2015-2020) in 2013 so that a submission can be made in 2014.

- Bilsborrow – UU has concerns regarding Bilsborrow Septic Tank, which is at capacity, however, the nearby Barton wastewater treatment works has recently been improved so there is some capacity, albeit for a very narrow corridor.
- Great Eccleston – surface water needs to be separated and not discharged into the public sewerage system.
- Forton – the Waste Water Treatment Works is nearing capacity and UU would wish to be consulted on all planning applications including single dwelling applications.
- Churchtown - surface water needs to be separated and not discharged into the public sewerage system.
- Out Rawcliffe – no wastewater network, similar situation to east of the M6.

**Health**

9.1 NHS North Lancashire is the Primary Care Trust (PCT) responsible for commissioning health services for residents of Lancaster, Fylde and Wyre Districts. The PCT receives a budget from the Department of Health to plan and pay for local NHS services. This includes paying GPs and dentists, commissioning hospital and mental health services and managing public health campaigns. It does not manage local NHS hospitals, which are independent trusts, but does pay for many of the services they offer.

9.2 Local Primary Care Trusts use a practice based commissioning model to plan their services. North Lancashire PCT is responsible for commissioning health services for local people. This involves assessing population needs and prioritising health outcomes, procuring services and managing the performance of local health providers.

9.3 The responsibility for commissioning local health services is being transferred from PCTs to new clinical commissioning groups. The plans for the future NHS are set out in the Health and Social Care Bill. The Bill paves the way for GPs to get control of the majority of the NHS budget by 2013, to buy-in services for patients and a new NHS Commissioning Board will oversee the process. In Wyre there will be three commissioning groups covering the Borough - the Fleetwood Community Commissioning Group, the Wylde Consortium and the Lancaster, Morecambe, Carnforth, Garstang Practice Based Commissioning Consortium.

9.4 Fleetwood Community Commissioning Group is made up of three GP practices in Fleetwood. These are Mount View Practice, Broadway Practice and Belle Vue Surgery. Between them, the practices represent 25,000 residents of Fleetwood.
out of a total population of 30,000. Wylde Consortium consists of 22 GP practices across North Lancashire. The Lancaster, Morecambe, Carnforth, Garstang Consortium includes all 13 local GP practices, from Garstang in the South to Carnforth in the North and from Morecambe to Caton West to East. There are about 120 local GPs involved, and the registered population is about 160,000.

9.5 The Primary Care Trust has an estates strategy that identified a number of key locations with high health inequalities wards and deprivation. Poulton is one such location and was previously under the former Wyre Primary Care Trust as an agreed scheme with high priority. The PCT is continuing with its planned improvement to modernise and deliver 21st century health care to its patients in close liaison with the Wylde consortia.

9.6 Options to improve the three existing healthcare provisions at Queensway Medical Centre, Poulton Clinic and the surgery at Lockwood Avenue into one much needed modernised premises or alternative locations that meets the requirements of modern healthcare standards and patient care will continue to be explored by health providers. The healthcare, staff and patient requirements of a modern health estate require building solutions that provides a framework for flexible service delivery in future years. The creation of improved facilities for Poulton-le-Fylde will alleviate many of the problems currently facing patients and staff. Two of the four premises in Poulton have been assessed as inadequate for the delivery of health services. The remaining two would benefit from expansion to increase the range and level of services provided in the medium term.

9.7 There is a need to improve healthcare facilities for Great Eccleston and the neighbouring rural communities which use the services provided in the village. The present day single storey building which provides both GP and some community services is under pressure to accommodate more and improved services. Expansion on the site is very limited so the PCT in close partnership with the Wylde Consortia will continue to explore all options.

10. The Wyre Estuary Coastal Path Project (part of the Wyre Way)

10.1 The Wyre Way is a 41 mile long distance recreational route following the River Wyre from its source in the Forest of Bowland to the sea at Fleetwood and Knott End. The Wyre Way comprises four routes: from Fleetwood to Knott End via Shard Bridge (16 miles), from Shard Bridge to Garstang (10 miles) and from Garstang to Tarnbrook/Marshaw with a finish at Abbeystead Reservoir (18 miles). The existing Wyre Way path connects to the Lancashire Coastal Way at Rossall School on the Promenade and the two routes follow each other along the Promenade to Knott End. The Lancashire Coastal Way continues northwards along the seawall to Pilling and is a long distance footpath following the Lancashire coastline from Merseyside to Cumbria.
10.2 The Wyre Estuary Coastal Path project site is a linear site located along the River Wyre estuary coastline between the town of Fleetwood and Stanah. There is an existing path along the Wyre Estuary from the Wyre Estuary Country Park to Fleetwood Road, which is known as the Wyre Way.

10.3 The path is a public right of way with legal footpath status. The path is currently used by walkers, dog walkers and family groups, but the narrow width restricts full use and enjoyment of the site. Visitors to the Wyre Estuary Country Park are currently more likely to follow the Wyre Way southwards towards Little Thornton and Skippool. Due to the footpath status of the path and its narrow width in places, the path cannot currently be used by cyclists and horse riders.

10.4 The aim of the project is to create a high quality path which can be used by walkers, cyclists, mobility impaired people and where possible horse riders. The path will provide visitors with an opportunity to enjoy the extensive views across the River Wyre's beautiful estuary, with its wading birds and saltmarsh habitat, whilst linking the popular leisure sites of Wyre Estuary Country Park at Stanah and Fleetwood Marsh Nature Park.

10.5 This section of the Wyre Way is a public right of way which is split into two footpaths, Footpath No.13 runs along the coast and Footpath No.8 connects Footpath 13 to Fleetwood Road.

10.6 The initial section of Footpath No.13, from the Country Park at Stanah, is a 3m wide stone path, adjacent to Kneps Farm Caravan Park. The stone path was constructed in 2008 by the Environment Agency as part of a flood defence scheme. Footpath No.13 continues north along the estuary coastline, adjacent to the former ICI chemical works as an informal narrow path (desire line) and wider stone path. The northern section of path connects to a former ICI estate road. The industrial area is now owned, managed and being developed by NPL Estates.

10.7 Footpath No.8 is a narrow path which connects the coastal Footpath No.13 to Fleetwood Road, to the south of the Cala Gran Caravan Park. The footpath crosses the disused Poulton to Fleetwood railway line before running along a section of raised embankment. To the south of the footpath the Lancashire County Council Thornton Waste Technology Park has been constructed and to the north of the path a water vole reserve is located along with the caravan park.

10.8 The site is in need of improvement, extension and increased management to maximise its potential use and enhance the landscaping and ecological value of the site. There is an opportunity to create a wider surfaced path to facilitate use by not only walkers, but mobility impaired people, cyclists and where possible horse riders. Careful landscaping including new fencing and planting will help to screen the industrial site whilst drawing the eye towards the Wyre Estuary coastline. Amenity features including seating, signage and interpretation features will help to improve enjoyment of the site. Conservation management of the biological heritage sites will take place to help improve their biodiversity.

10.9 The extension of the site to Jameson Road will provide a new stretch of estuary
coastline for people to travel along and enjoy, with the added benefit of providing safe off road access to Fleetwood Marsh Nature Park. United Utilities will be providing part of the off road link to the nature park through works to extend their waste water treatment works site.

10.10 The Wyre Estuary Coastal Path project site forms the final phase of the creation of a continuous path network between Wyre Estuary Country Park and Fleetwood Marsh Nature Park.

- The first phase was the creation of a shared use path to the rear of the existing United Utilities Waste Water Treatment works. This phase has been created but is not currently open for public use.
- The second phase has been the creation of a lit path along the highway (adjacent to Broadwater Caravan site) between Fleetwood Road and Jameson Road Bridge. The path and has been developed and funded by REMADE and open for public use.
- The third phase will be the creation of a roadside path (adjacent to the SITA landfill site) at Jameson Road which will connect the northern section of the Phase 1 United Utilities path north to the Fleetwood Marsh Nature Park. Planning approval has been given but construction of this section of path is subject to adequate funding being secured.
- The fourth phase will be the extension of the United Utilities shared use path from the Phase 1 path south to link up with Phase 5 where it exits the SITA landfill site and will include a link to Jameson Road Bridge. This phase will be constructed by United Utilities as part of the extension to their waste water treatment works. United Utilities anticipate that the works will be completed by summer 2012.
- The fifth and final phase will be the current REMADE/Wyre BC, Wyre Estuary Coastal Path project works. The estuary path will connect the Jameson Road path to the existing Wyre Way through the creation of a new length of coastal path within the NPL Estates lagoons site. NPL hope to secure planning permission for the restoration of this site and the work will take approximately 15 years to complete (See Section 11 below). Other works will be the improvement, landscaping and addition of amenity features to the existing Wyre Way. At present it is unsure if the section of path through the site will be operational before the restoration of the whole site is complete. LCC hope to start work on the section of the path from the end of phase two in March/April 2012.

11 Creation of nature conservation area with public access following a landfill restoration scheme at Hillhouse

11.1 A landfill Restoration Scheme is proposed for the former landfill site (42 hectares) located within the Hillhouse Business Park estate which was formerly the ICI Hillhouse Chemical works. The site was previously used as a tip for chemical and liquid waste from the ICI chemical works. The site has 4 dry waste tips and 2 lagoons for liquid waste, which have been drained over time.
11.2 The proposed Restoration Scheme works will result in the creation of a new country park area for nature conservation and public access. On completion of the restoration and landscaping works, the new ‘Hillhouse’ Country Park will form part of a green corridor of open spaces alongside the existing Wyre Estuary Country Park and the Fleetwood Marsh Nature Park. The SITA landfill site is also due to be restored into public open space during the projects lifetime.

11.3 The proposed works will be completed in 5 phases over a 15 year period. As individual phases of the restoration works are completed they will be opened up for public access and enjoyment subject to operational, ecological and maintenance considerations. On completion of the works, the whole site will be officially opened as a country park.

12. Education

Lancashire County Council (LCC) has a statutory duty to ensure that every child living in Lancashire that wants a place in a Lancashire school is able to access one. In order to carry out this duty effectively the County Council must ensure that changes in the population are taken into consideration when planning school place provision. The changing dynamics of Lancashire’s population mean that the County Council’s provision of school places must also change in order to meet changing demands, whether through commissioning additional places or through the redistribution of existing places within the County.

12.1 Primary Schools

12.1.1 Due to the increase in the birth rate it is anticipated that there will be insufficient primary school places across Lancashire to meet demand in the future. The rise in the birth rate is not uniform across the county, nor is the increase necessarily steady, exhibiting marked variances year on year within local areas. In some areas the situation is compounded by plans for significant new housing development.

12.1.2 The following table shows current school provision and change in birth rate for the district and the County in the last ten years:

<table>
<thead>
<tr>
<th>Primary Schools District</th>
<th>Jan 2011 Number On Roll</th>
<th>Net (Physical) Capacity (includes approved expansions)</th>
<th>Primary School Published Admission number totals</th>
<th>Births 2000/01</th>
<th>Births 2009/10</th>
<th>Change In births</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wyre</td>
<td>7236</td>
<td>8588</td>
<td>1256</td>
<td>933</td>
<td>927</td>
<td>-0.64%</td>
</tr>
<tr>
<td>LCC Total</td>
<td>86591</td>
<td>100931</td>
<td>14544</td>
<td>12150</td>
<td>13753</td>
<td>+13.19%</td>
</tr>
</tbody>
</table>
12.1.3 It should be noted that there is migration across District boundaries, with some Districts being gaining more pupils whilst others lose pupils to neighbouring districts. The impact of pupil migration can be significant and the trends are factored into the pupil projections for each area.

12.1.4 Whilst the growth in the birth rate is not consistent across the county, neither is it consistent across any individual district. Within a district with sufficient places overall, there may be pockets where the group of schools serving a particular area have, or are forecast to have, a shortfall of places.

12.1.5 When forecasting pupil numbers, the likely impact of housing development must also be taken into account. For this, the 5 year Housing Land Supply documents are referred to. Families moving in and out of areas impacts on pupil numbers and this is taken into account by referring to pupil numbers within each school year group.

12.1.6 This can make the planning of pupil places complex (particularly in the primary sector, where there is a relatively short lead-in period between birth figures rising and additional places being required). LCC is working closely with the district planning authorities in order to secure the most up-to-date information available for school place planning purposes. However, it may take some time from a housing development securing planning permission to the point of occupation and, indeed, the generation of additional children. Therefore, LCC must carefully plan the timing of additional places in order to minimise impact upon existing provision.

12.1.7 Where the growth in pupil numbers is directly linked to housing development and existing school places are not sufficient to accommodate potential additional pupils, LCC would seek to secure developer contributions toward additional school places, via Section 106 of the Town and Country Planning Act 1990.

12.1.8 In urban areas, the local authority preference is for primary school sizes of one form of entry (30 pupils) and above. There are over 100 primary schools in Lancashire that are below half a form of entry (15 pupils) in terms of pupil numbers, the majority of these being designated rural schools. It is acknowledged that many of these schools provide good or outstanding standards of education and are a vital part of the community they serve. However, whilst the school funding formula currently supports small schools there is considerably less flexibility within the budget compared to larger schools to deal with sudden decreases in pupil numbers. In addition, the effects of any introduction of a national school funding formula are currently unknown and could present a risk to small schools.

12.1.9 In Wyre, LCC has indicated that based on the above that there are likely to be capacity issues in Thornton, Poulton-le-Fylde and Carleton,
Garstang and Catterall and Rural West primary schools. Where a shortfall may occur, as development comes forward in such areas, it is likely that there would be a request for contributions from developers towards the provision of school places within 2 miles from a primary school. Where a significant site comes forward (in excess of 150 properties) and there is no local school within its catchment area which could feasibly be expanded, LCC may also seek to secure a school site.

12.1.1 The position indicated by LCC looks five years ahead and is based on known facts, including recent live birth rates; expected levels of housing development as contained in the 5 year housing land supply; and current numbers in schools. It also assumes that the capacity of local schools does not change and that LCC is able to commission the provision of additional places where required. This may need to be reassessed in line with the Government’s priorities, including the programme of academy conversion and plans for free schools.

12.1.1 Looking beyond the scope of the usual 5 year forecasts, certain assumptions are made. The major one of these is that the birth rate will stay the same as the last year for future years and the market share of pupils amongst schools would remain stable. Looking at projections to 2021 and beyond, there would be a slight fall in the number of primary school pupil, creating capacity in Fleetwood, Thornton/Cleveleys, Poulton-le-Fylde, Over Wyre and Garstang. However, this does not take into account the yield of any further housing development outside the 5 year housing land supply. Therefore, any developments coming forward will ‘use up’ some of this surplus.

12.2 Secondary schools

12.2.1 In contrast to the position of rising pupil numbers in many of the primary schools, the secondary sector is currently still experiencing falling rolls, reflecting the falling numbers leaving the primary school sector. The general decline in numbers of primary school pupils entering the secondary sector is expected to continue for the next four years. However, the decline is not spread equitably across all schools or all districts. There are also parts of the County where significant housing development coming forward may impact upon the numbers of secondary places required. The forecast figure below takes into account planned housing included in the council’s 5 Year Housing Land Supply document. However, there is potential for additional housing development to come forward which will have an additional impact upon the number of spare places available.

12.2.2 A summary of the current and expected secondary place position is given below:

<table>
<thead>
<tr>
<th>District</th>
<th>Jan 11 Number On Role</th>
<th>Net Capacity</th>
<th>Jan 2016 forecast</th>
<th>Forecast spare places</th>
</tr>
</thead>
</table>
12.2.3 Once the trend in falling Year 7 numbers reverses, total secondary pupil numbers are expected to start to rise again in line with the recent increase in primary numbers.

12.2.4 The current rate of transfer from the maintained primary schools to the maintained secondary sector, based on the last 3 years, is an average of 95.1%.

12.2.5 LCC’s preference is for secondary schools of 600 pupils and above, in line with research indicating that the unit costs of provision rises steeply at below 600 pupils, and that, small schools may experience challenges in providing diversity within the curriculum. LCC recognises that in some exceptional circumstances small secondary schools are a necessity due to geographical isolation.

12.2.6 LCC will aim to provide additional places at existing schools, wherever possible and appropriate, rather than commission new provision. The rationale for this approach is to maintain stability in the existing school system; to provide the places in the shortest timescale possible; and to achieve best value for money, with a reduced capital allocation.

12.2.7 In Wyre there is expected to be sufficient capacity in secondary schools overall to support the proposed level of development if it is spread across the district. However, the location of development in relation to secondary provision may result in requests for developer contributions if there is a concentrated level of development in close proximity to one school, for example.

12.3 Fleetwood Nautical College

12.3.1 Fleetwood Nautical Campus is located to the south of Fleetwood Road and forms part of Blackpool and Fylde College. It is one of the leading facilities for maritime and offshore studies in the UK. A £7.5 million plus campus refurbishment is currently taking place and further improvements will be considered in the future as funding opportunities allow.