

A Local Plan for

Lancaster District

2020 – 2031

Plan period 2011 - 2031



**Infrastructure Delivery Plan
Climate Change Review
[July 2021]**

Contents

1. INTRODUCTION	2
Purposes of the Infrastructure Delivery Plan	2
Structure of the Infrastructure Development Plan	3
2. THE DEFINITION OF INFRASTRUCTURE	3
3. INFRASTRUCTURE PLANNING CONTEXT	5
National Planning Policy Framework.....	5
National Planning Practice Guidance	5
Local Plan for Lancaster District 2011 - 2031	5
Neighbourhood Plans	9
4. INFRASTRUCTURE FUNDING MECHANISMS	10
Community Infrastructure Levy	10
Section 106 Planning Obligations	11
Section 278 Highway Agreements	11
Planning Conditions	11
Other Funding Sources	11
5. SUMMARY OF KEY INFRASTRUCTURE REQUIREMENTS	12
APPENDIX A: STRATEGIC INFRASTRUCTURE.....	13
A.1 TRANSPORT – ROAD NETWORKS AND BUS LINKAGES	13
A.2 RAIL NETWORKS.....	15
A.3 CYCLING, WALKING AND EQUESTRIAN ROUTES.....	16
A.4 FERRY SERVICES	17
A.6 HEALTH PROVISION	19
A.7 SOCIAL INFRASTRUCTURE.....	20
A.8 GREEN INFRASTRUCTURE.....	21
A.9 FLOOD RISK AND FLOOD MANAGEMENT	21
A.10 EMERGENCY SERVICES – AMBULANCE.....	23
A.11 EMERGENCY SERVICES – FIRE AND RESCUE	23
A.12 EMERGENCY SERVICES - POLICE	24
A.13 LIBRARIES.....	25
A.14 WASTE MANAGEMENT.....	25
A.15 UTILITY SERVICES – ELECTRICITY DISTRIBUTION	26
A.16 UTILITY SERVICES – GAS DISTRIBUTION	26
A.17 UTILITY SERVICES – WATER RESOURCES AND WATER SUPPLY	27
A.18 UTILITY SERVICES – WATER TREATMENT AND SEWERAGE	27
A.19 TELECOMMUNICATIONS – BROADBAND COMMUNICATIONS.....	29
A.20 TELECOMMUNICATIONS – MOBILE COMMUNICATIONS.....	29
APPENDIX B: PARISH COUNCIL INFRASTRUCTURE SCHEDULES	31

1. INTRODUCTION

- 1.1 The provision of infrastructure is a very important issue for local communities affected by development. The delivery of the right levels and type of infrastructure in the right place and at the right time is essential to support new homes, economic growth and the creation of sustainable communities.
- 1.2 Infrastructure planning helps to ensure that there is a common understanding between service providers, developers, local communities, neighbouring authorities and Lancashire County Council as to the infrastructure needs and to ensure that infrastructure is properly planned for, funded and provided in tandem with new development. Where possible, this Infrastructure Delivery Plan (IDP) sets out an estimate of likely costs associated with each project / programme and estimated timescales for delivery. In the future, this document will be updated and monitored as necessary to reflect changes as infrastructure is provided and new needs identified.
- 1.3 Organisations such as public transport providers, highways authority, education services, the clinical commissioning group, utility companies and other providers of services have provided information regarding infrastructure requirements. Ongoing partnership working with neighbouring authorities, including Lancashire County Council will focus on the provision of infrastructure, improvements and mitigation measures to ensure the impacts of growth are appropriately dealt with beyond the administrative boundaries.
- 1.4 The Climate Emergency Review aims to ensure that the Local Plan addresses the causes and impacts of climate change in the best way possible. This Infrastructure Delivery Plan has been updated to reflect the objectives and priorities within the Draft Plan and ensure that new development delivers measures to reduce and mitigate the impact of climate change upon residents, the environment and economy.

Purposes of the Infrastructure Delivery Plan

- 1.45 This document supports the objectives which are set out in the Strategic Policies & Land Allocations DPD and the proposed amendments within the Consultation Draft (Regulation 18) Part One: Climate Emergency Review of the Strategic Policies & Land Allocations DPD (SPLADPD). It and provides detail on the infrastructure required needs within the District to support new development. The Draft Climate Emergency Review of the SPLA DPD sets out the necessary social, physical and green infrastructure will be required to ensure that sustainable development is achieved. To assist this, the IDP will identifies the infrastructure requirements for Lancaster District, and where possible, who will provide the infrastructure and when. Most of the infrastructure projects identified remain the same or similar to those included during the drafting of the adopted Local Plan and are supported by the evidence available at the time. The Infrastructure Delivery Plan also plays an important role in the preparation and adoption of a charging schedule, a key element in the preparation of a Community Infrastructure Levy (CIL), and forms the basic justification for setting a levy rate. The IDP may also assist both Town and Parish Councils in the production of neighbourhood plans.
- 1.56 The three main purposes of the Infrastructure Delivery Plan (IDP) are:
 1. To provide evidence for the Local Plan by identifying the infrastructure required to support the delivery of development during the plan period.
 2. To provide evidence in the delivery of an appropriate charging schedule, for example a Community Infrastructure Levy, by demonstrating the need for infrastructure in Lancaster district and to form the basic justification for a CIL charge and associated Regulation 123 List.
 3. To provide evidence for Section 106 planning obligations by indicating suitable infrastructure schemes which developer contributions can be directed in order to make development acceptable in planning terms.
- 1.67 To achieve these purposes, the IDP seeks to identify:

- Infrastructure schemes which are needed to support new development;
- Likely timescales or phasing of infrastructure provision;
- Organisation responsible for delivering infrastructure;
- Estimated costs of infrastructure;
- Funding arrangements for infrastructure; and
- Indicative funding gaps for infrastructure provision.

1.78 The IDP also considers if an infrastructure scheme is required to support the council's development plan, support neighbourhood plans or forms part of other desired community improvements.

Structure of the Infrastructure Development Plan

1.89 The IDP covers the whole of Lancaster District. Whilst focusing on infrastructure requirements to support new development within the district, cross-boundary infrastructure needs have also been considered. Appendix B of the IDP sets out the infrastructure requirements which have been identified by Parish Councils in relation to future development proposals in their area.

1.910 The IDP is supplemented by an Infrastructure Delivery Schedule (IDS) which provides further detail on infrastructure provision and funding sources for the various infrastructure categories. It identifies the key issues for Lancaster District and what infrastructure will be required to support development growth. It should be noted that the IDP sets out the broad requirements for infrastructure, it is the IDS which sets out in more detail infrastructure projects which are associated with the delivery of the Local Plan.

2. THE DEFINITION OF INFRASTRUCTURE

2.1 Infrastructure refers to the range of services and facilities needed to support society. There is a wide range of different types of infrastructure, so it is helpful to establish how it can be defined, particularly as infrastructure can be provided by various organisations and funded through different mechanisms.

2.2 In general, there are three main types of infrastructure: physical, social and green infrastructure.

- **Physical** infrastructure includes transport, energy, utilities, water and waste provision.
- **Social** infrastructure links to community services such as health, education, emergency services and leisure.
- **Green** Infrastructure is a connected network of multi-functional greenspace, both urban and rural that delivers a wide range of environmental, social and economic benefits, including promoting ecosystem services and improving quality of life.

2.3 The Planning Act 2008 (as amended) sets out a list of infrastructure that can be funded through the Community Infrastructure Levy, however items not on this list do not necessarily fall outside the definition of infrastructure.

- 2.4 For the purposes of this IDP, the ~~definition of~~ key infrastructure categories and the elements within each group ~~are is~~ set out in Table 1 of this document. [Infrastructure elements may form part of various categories but for ease of reference are only included once in the table below.](#)

PHYSICAL INFRASTRUCTURE	
Transport Issues	Highways
	Public Transport – Bus Services
	Public Transport – Rail Services
	Footpaths, Cycleways and Bridleways
Water Supply	Water Supply
	Waste Water / Sewerage
Flooding Issues	Tidal and Fluvial Flood Risk and Flood Defence
	Surface Water Flooding Issues
Energy Supply	Electricity
	Gas
	Renewable Energy
	National Grid Infrastructure
	District Heating Systems
Information Technology	Telecommunications
	Broadband
Minerals and Waste Facilities	Municipal Waste
	Household Waste Recycling
SOCIAL INFRASTRUCTURE	
Education Facilities	Schools
	Further Education
Health and Housing	Hospitals
	GP Surgeries
	Dental Care
	Adult Social Care
	Extra Care Housing
Emergency Services	Police & Community Safety
	Ambulance Service
	Fire and Rescue
Community Facilities	Leisure and Indoor Sports Facilities
	Cemeteries and Crematoria
	Community Centres and Village Halls
	Allotments and Community Gardens/Food Growing
	Public Realm and Urban Spaces
GREEN & BLUE INFRASTRUCTURE	
Recreational Space	Public Open Spaces
	Playing Pitches and Outdoor Sports Facilities
	Amenity Spaces, – Parks and Gardens
Natural Environment	Green and Blue Corridors and Chains
	Ecological Networks
	Green Walls and Roofs
	Woodland
	Carbon Off-Setting Opportunities
	Ponds, Wetlands etc.
	Sustainable Drainage Systems
Landscape and Townscape	Historic Environment
	Landscape and Climate Change

Table 1: Table to identify the Infrastructure Priorities (Lancaster City Council 2021~~18~~)

3. INFRASTRUCTURE PLANNING CONTEXT

National Planning Policy Framework

- 3.1 The National Planning Policy Framework (the Framework) published in 2019 ~~March 2012~~ sets out the Government's planning policies and planning guidance for both plan-making and decision-taking.
- 3.2 The Framework requires local planning authorities to set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management and the provision of minerals and energy.
- 3.3 The Framework goes on to add that local development plans should plan positively for development and the infrastructure required in the area to meet the objectives, principles and policies of the Framework.
- 3.4 Specifically, 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, telecommunications, utilities, health, social care, education, flood risk and coastal change management and its ability to meet forecast demands. Local planning authorities should also take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.
- 3.5 The Framework considers it important for local planning authorities to understand the district-wide development costs at the time the Local Plan is prepared. This ensures there is a reasonable prospect that planned infrastructure is deliverable at an appropriate time.

National Planning Practice Guidance

- 3.6 Planning Practice Guidance (NPPG) ~~was launched in March 2014 by the government and~~ is an on-line resource that can be updated as needed. The guidance covers a range of topics and includes guidance for infrastructure.
- 3.7 NPPG states that a Local Plan should, ~~set out the anticipated funding from developer contributions and the choices the local authority has made about how these contributions will be used. for at least five years, identify what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development.~~
- 3.8 In relation to CIL, NPPG advises that charging authorities need to identify the total cost of infrastructure they wish to fund wholly or partly through the levy. It can be seen, therefore, that infrastructure planning provides an important part of the evidence which underpins the local development plan.

Local Plan for Lancaster District 2011 - 2031

- 3.9 The ~~adopted~~ Local Plan ~~and the Draft Climate Emergency Review of the SPLADPD~~ sets out a vision for how Lancaster District wants to evolve and the delivery strategy for how that will be achieved. It supports the Framework's presumption in favour of sustainable development. As such, it sets out broad guidance on the distribution and quality of development in the form of 'higher level' strategic policies. It also provides the framework for all subsequent planning documents, including neighbourhood plans. ~~The district plan covers the period up to 2031 and will replace Saved Policies of the Lancaster District Local Plan (originally adopted in 2004) and the Lancaster District Core Strategy (adopted 2008).~~

- 3.10 A strategic objective of the Local Plan is to ensure that development is accompanied by the necessary infrastructure to ensure that it is adequately served without over-stretching existing infrastructure and putting an unacceptable strain on the environment and to create sustainable communities.

Strategic Objective 4 (SO4): The provision of necessary infrastructure required to support both new and existing development and the creation of sustainable communities. This will be delivered by:

- Working with infrastructure providers to ensure that the infrastructure required to support the community is provided in the right place at the right time;
- The investigation, delivery and implementation of a infrastructure charging system which ensures that development contributes to the needs of the community and the deliverability of sustainable development;
- Protecting and enhancing existing social and community infrastructure including education, health, cultural and leisure facilities. Improving and promoting community health and well-being across the social gradient in line with an understanding of predicted future needs and current gaps in provision;
- Protecting and enhancing existing natural infrastructure [which forms part of the District's green and blue infrastructure network](#), including the identification and protection of functionally linked land, managing associated land use practices and potential recreational disturbance and ensuring the continued protection of protected species and their associated habitats;
- Ensuring that people have access to services in a location and delivered by a means that is convenient and ensuring that development provides the opportunity for healthier lifestyles through the provision of high quality green infrastructure, recreation, leisure and sports facilities;
- Seeking opportunities to reduce the opportunity for crime and anti-social behaviour; and
- Working to reduce levels of air pollution within the district, particularly in the designated Air Quality Management Areas (AQMAs) of Lancaster City Centre, Carnforth Town Centre and Galgate, and other major transport corridors within the district.

Strategic Objective 5 (SO5): Delivery of a safe and sustainable transport network that improves both connection within and out of the district, reducing the need to travel and encouraging more sustainable forms of transport. This will be delivered by:

- Concentrating development to sustainable locations that are accessible by a variety of modes of transport, particularly public transport, walking and cycling;
- [Encourage behavioural change to a switch to active travel modes to reduce greenhouse gas emissions, by reducing the dominance of car use and prioritising cycling and walking;](#)
- Improving transport connectivity around Morecambe Bay through improvement to rail services at Morecambe and Carnforth and improvements to cycling and pedestrian routes;
- Promoting the delivery of Lancashire County Council's Cycling and Walking Strategy by improving access across the district and supporting the development and enhancement of an integrated transport network, including footpaths and cycleways and making best use of existing features such as Lancaster Canal;
- Promoting the delivery of the Lancaster District Highways and Transport Masterplan, prepared by Lancashire County Council, to encourage sustainable travel and deliver improvements in the local transport network;
- Improving rural accessibility including improved broadband access in rural areas; and
- Retaining sufficient levels of parking within the main urban centres of the district.

- 3.11 To help address this, the Local Plan requires contributions towards infrastructure from new development. There are a range of planning policies contained within the [adopted SPLA DPD and the Draft Climate Emergency Review of the SPLA ~~Strategic Policies & Land Allocations~~ DPD](#) which set out the infrastructure requirements for each of the strategic growth areas in the district – in particular Bailrigg Garden Village (South Lancaster), East Lancaster, North Lancaster and South Carnforth. In relation to Bailrigg Garden Village the Council will be preparing a more detailed Area Action Plan DPD which will address infrastructure matters within the Garden Village in finer grain. The [Review of the adopted Development Management DPD \(DMDPD\) and the Draft Climate Emergency Review of the Development Management DPD](#) also ~~sets~~ out a more generic approach to the delivery of infrastructure which will be a material consideration in determining planning applications.
- 3.12 The [adopted Strategic Policies & Land Allocations DPD](#) and [Review of the Development Management DPD](#) are available to view on the Council's website at <https://www.lancaster.gov.uk/planning/planning-policy/land-allocations-dpd>
- The [Draft Climate Emergency Review of the SPLADPD and the DMDPD](#) are available to view on the Council's website at [add link](#)
- 3.13 Proposed growth, and particular areas which will require infrastructure improvement are outlined as part of the Key Diagram for the district, which is set out over the page.

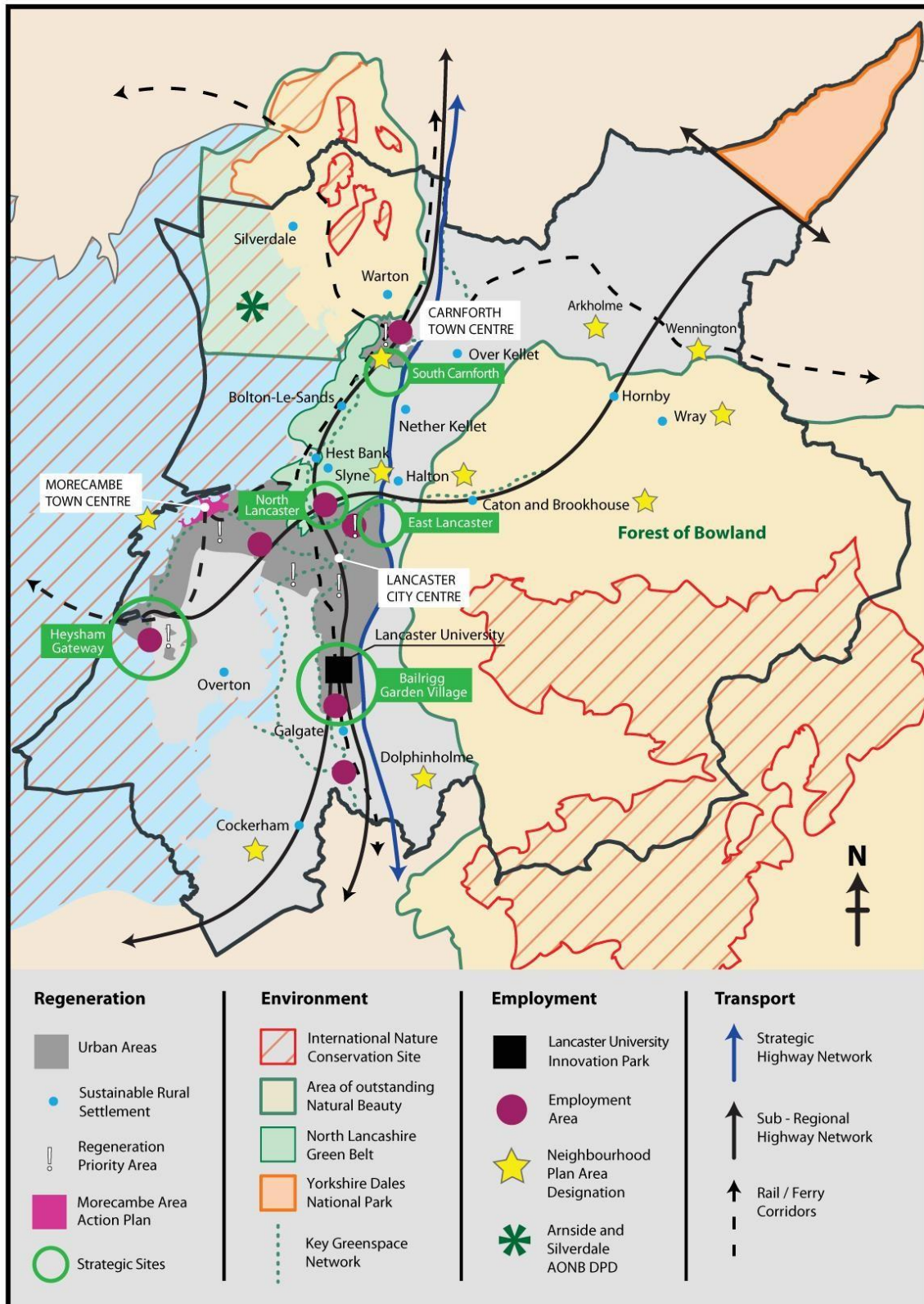


Figure 1: The Key Diagram for Lancaster District (as outlined in the Strategic Policies & Land Allocations DPD)

The Key Diagram will be updated for Regulation 19 Publication Stage. The 'Key Greenspace Network' will be replaced by 'Green & Blue Corridors and Chains' and will show the updated network.

Neighbourhood Plans

- 3.14 The ability for town and parish council's to produce neighbourhood plans was introduced by the Localism Act in 2011. Neighbourhood plans should support the strategic development needs set out in the Local Plan. Neighbourhood plans can include policies for the local area which would be used in determining planning applications. This may result in neighbourhood plans produced by town and parish councils in Lancaster District may include policies relating to infrastructure provision.
- 3.15 To date ~~twelve~~ ~~nine~~ neighbourhood plan areas have been designated ~~and two~~ ~~although no~~ plans have been formally made part of the wider development plan. Where available, information on infrastructure provision contained within the neighbourhood plan is included in the infrastructure schedules in the IDP.
- 3.16 ~~Policy DM57 of the Development Management DPD Review sets out that CIL receipts will normally be spent on infrastructure needs in the locality of the scheme that generated it.~~ Where a neighbourhood plan has been formally made, the relevant town or parish council will receive 25% of the CIL receipts arising from development that takes place in their area. In areas where there is not a neighbourhood plan, the relevant town or parish council will receive 15% of the CIL receipts where development has taken place, and this is capped at £100 per dwelling.
- 3.17 Figure 2 shows the designated neighbourhood plan areas in Lancaster District (as of ~~June 2021~~ ~~December 2017~~).

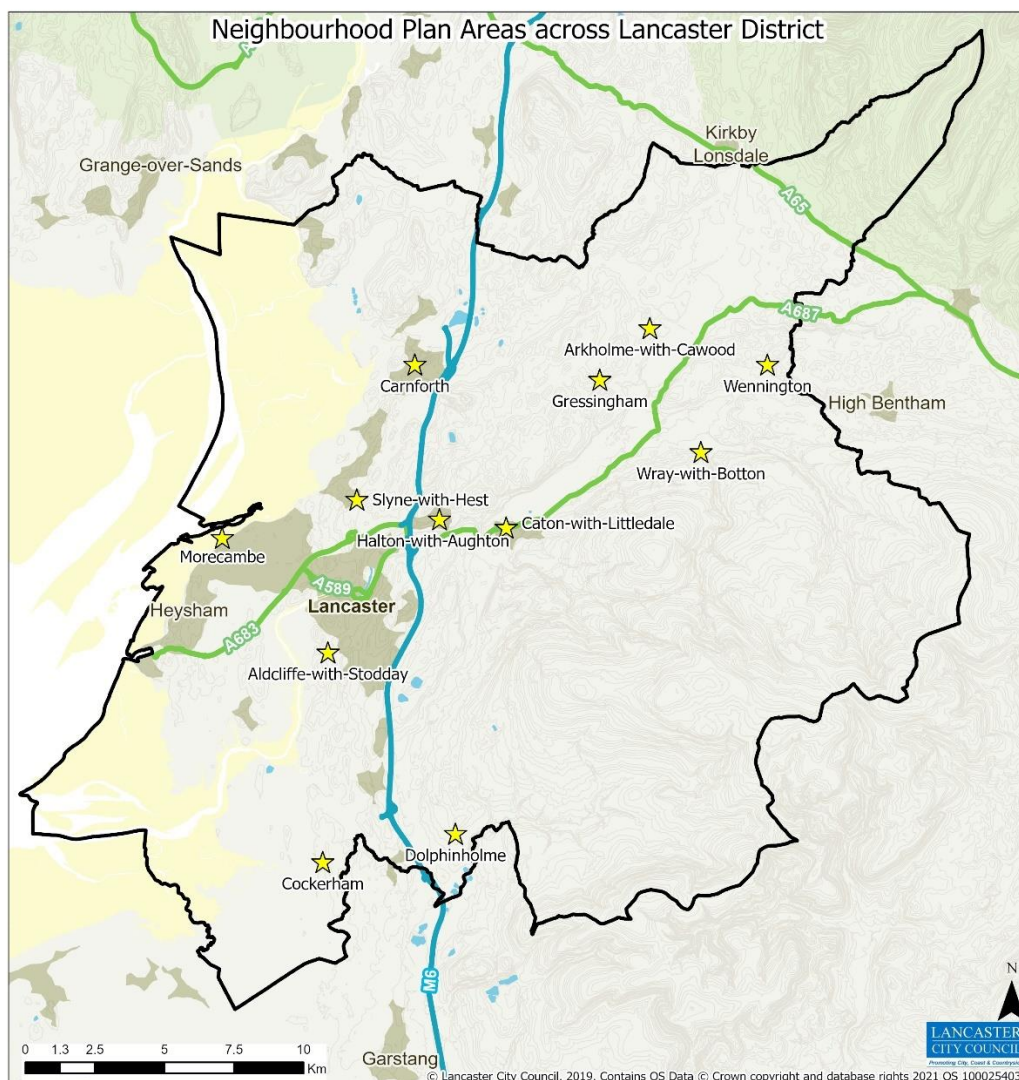


Figure 2: Neighbourhood Plan Areas in Lancaster District (LCC ~~June 2021~~ ~~December 2017~~)

4. INFRASTRUCTURE FUNDING MECHANISMS

- 4.1 Infrastructure can be funded through a variety of different mechanisms. As far as it is possible to do so, the IDP and IDS identifies the committed and potential funding sources for each of the infrastructure schemes. There are several key sources of funding that the planning system can influence.

Community Infrastructure Levy

- 4.2 Planning Practice Guidance defines the Community Infrastructure Levy (CIL) as ‘a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area.’ The basis for CIL was introduced through the Planning Act 2008 and it came into force on the 6th April 2010 through the Community Infrastructure Regulations 2010.
- 4.3 Once the CIL rates have been set through a charging schedule, all relevant development will have to pay the levy, which is expressed as pounds (£) per square metre (m²). In setting the levy, the charging authority (Lancaster City Council) should strike an appropriate balance between the desirability of funding infrastructure and the potential impact upon economic viability of development across the area. The levy is due on the date they chargeable development commences [or can be phased throughout larger developments](#).
- 4.4 ~~Regulation 123 of the Community Infrastructure Regulations 2010 (as amended) provides for charging authorities to set out a list of those projects or types of infrastructure that intends to fund, or may fund, through the levy. Where the Regulation 123 list includes a generic type of infrastructure (for example transport or education), Section 106 contributions should not be sought on any specific projects in that category. This means it should be clear to developers what developers will need to pay for through which route and avoids ‘double-dipping’ where developers could pay twice for the same infrastructure.~~ The NPPG states, ‘Local authorities must spend the levy on infrastructure needed to support the development of their area, and they will decide what infrastructure is needed.’ It is intended to fund the infrastructure necessary to deliver new development planned for in the Local Plan, it is not a fund which can be to addressed other issues which may arise. Local authorities should set out in an Infrastructure Funding Statement which infrastructure they expect to fund through the levy and which through planning obligations (S106s). Local authorities can choose funding from different routes to fund the same infrastructure.
- 4.5 Lancaster District (the charging and collecting authority) does not ~~yet~~ have CIL in place. [The viability for charging a CIL has been explored within the Viability Assessment carried out to inform the Climate Emergency Review of the Local Plan. The Viability Assessment and the evidence within it, including options for CIL, forms part of the Regulation 18 consultation on the Climate Emergency Review of the Local Plan. If the Council decides to proceed with a CIL further consultation will take place in the autumn and is anticipated to run](#) ~~Consultation on the preliminary draft Charging Schedule is taking place~~ concurrently with the ~~preparation of the~~ Regulation 19 consultation on the emerging Climate Emergency Review Local Plan documents ~~development plan~~. The Viability Assessment can be found here [Add link to webpage](#)
- 4.6 ~~Whilst the infrastructure schedules consider if an infrastructure scheme will support the district-wide plan, the neighbourhood plan or if it is a proposed community improvement, t~~ The IDP does not ~~intend to~~ set the governance arrangements for CIL. [If the Council decides to progress CIL, t](#)this will be developed as part of the preparation of the CIL Charging Schedule.

Section 106 Planning Obligations

- 4.7 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 58 204 of the NPPF. ~~Regulation 122(2) of the CIL Regulations 2010 (as amended) states:~~

~~'A planning obligation must may only be sought where they meet all of the following tests constitute a reason for granting planning permission for the development if the obligation is:-~~

- ~~a) Necessary to make the development acceptable in planning terms;~~
- ~~b) Directly related to the development; and~~
- ~~c) Fairly and reasonably related in scale and kind to the development.'~~

- 4.8 ~~From April 2015, restrictions on pooling contributions apply so that if five or more planning obligations have been entered into since 6th April 2010 for a specific project or type of infrastructure, no more contributions may be sought. S106 contributions can be pooled and combined with CIL to fund infrastructure.~~

Section 278 Highway Agreements

- 4.9 A Section 278 highway agreement made under Section 278 of the highways Act 1980 (as amended) is an agreement between a highway authority (in this case, Lancashire County Council) and a person who agrees to pay all or part of the cost of highway works. ~~Section 278 agreements cannot be required for works that are intended to be funded through CIL and so planning obligations and conditions should not be used to require a developer to enter into a Section 278 agreement to provide infrastructure items that appear on the CIL charging authority's Regulation 123 List.~~

Planning Conditions

- 4.10 Planning conditions attached to a planning permission enable development proposals to proceed where it would otherwise have been necessary to refuse planning permission, by mitigating the adverse effects of development. This may include the provision of infrastructure. Planning conditions should meet the policy tests set out in the NPPF in that they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.

Other Funding Sources

- 4.11 There are other sources of funding that could be used to provide infrastructure, as described below in table 2.

Other Sources of Funding for Infrastructure	
Grants	Private Sector Investment
Lancashire Economic Partnership	Regional Growth Fund
Lottery Funding	Tax Incremental Funding
Growing Places	Housing Infrastructure Fund
One Public Estate Programme	Land Release Fund
Levelling Up Fund	

Table 2: Example Sources of Funding for Infrastructure (Lancaster City Council 2021 2017)

- 4.12 If it is known that other funding sources will fund infrastructure schemes, this information will be included within the IDS. The Council will actively seek all available funding sources to secure infrastructure.

CROSS-BOUNDARY INFRASTRUCTURE NEEDS

- 5.1 As part of the Duty to Co-operate [in the respect of the adopted SP&LA DPD](#), the Council consulted with Lancashire County Council and neighbouring authorities on cross-boundary infrastructure needs. The council already works co-operatively with these authorities on areas of common interest and cross-boundary issues to ensure that these are effectively dealt with and opportunities are taken to work together where it is beneficial to do so. This includes work on transport, housing needs, economic growth, flood risk, green infrastructure and opportunities for economic growth.
- 5.2 At this point in time it is not considered that there are any cross boundary infrastructure needs. This position will continued to be monitored and further dialogue will take place over the cross boundary implications of proposed infrastructure improvements in the district, for example the implications arising from the reconfiguration of Junction 33. [The overall scale of development within the Local Plan and the allocation have not changed, the infrastructure identified therefore remains broadly the same and there has been not change with regard to cross boundary issues.](#)

Neighbouring Authorities	
South Lakeland District Council	Wyre Borough Council
Craven District Council	Ribble Valley Borough Council

Table 3: *Neighbouring Authorities consulted on cross-boundary infrastructure needs*

5. SUMMARY OF KEY INFRASTRUCTURE REQUIREMENTS

- 6.1 The Infrastructure Delivery Plan (IDP) sets out, by infrastructure topic, the Council's understanding of infrastructure capacity and future requirements. The IDP is supplemented by a separate Infrastructure Delivery Schedule (IDS) which sets out more detailed list of infrastructure projects with further information (where available) projected costs and timescale and responsibilities.
- 6.2 The IDS provides a comprehensive summary of the infrastructure projects which will be pursued through the plan period, which projected timescales of delivery, potential delivery leads and potential sources of funding. It is important to note that this draft IDP does not include projected costs for each infrastructure project. The Council will continue to work with key infrastructure providers ~~over the course of 2018~~ to continue to understand the infrastructure requirements, their projected costs and their timetable and update the IDS accordingly.
- 6.3 It is important that the Local Plan seeks to deliver all specified projects which are considered to be both critical to ensure that the development provided represents sustainable development and meets the future needs of both existing and new residents to the district. The Council will also seek to deliver infrastructure projects which are classed as 'desirable' where the opportunities arise to.

APPENDIX A: STRATEGIC INFRASTRUCTURE

This appendix sets out an overview of the various infrastructure categories and the issues which are relevant to Lancaster District. The infrastructure identified within the Appendix was determined by evidence and discussions carried out during the evolution of the adopted SP&LA DPD. As the scale of development and the allocations within the plan have not changed, the infrastructure needed to accommodate the planned growth remains largely the same. The objectives of the Climate Emergency Review of the Local Plan emphasise the provision of measures to address climate change and this has been reflected in some of the amendments made to the IDP and accompanying IDS.

A.1 TRANSPORT – ROAD NETWORKS AND BUS LINKAGES

TRANSPORT – ROAD NETWORKS AND BUS LINKAGES	
LEAD ORGANISATION(S)	<ul style="list-style-type: none"> • Highways England • Lancashire County Council • Bus Providers including Stagecoach
SOURCES OF INFORMATION	<ul style="list-style-type: none"> • Lancaster District of Lancaster Highways and Transport Masterplan (Lancashire County Council May 2016) • Transport and Traffic Modelling (White Young Green –Ongoing) • Lancaster District Transport Assessment -critique of existing assessment (Lancaster City Council 2021) • Highways Infrastructure Bid
KEY ISSUES	<p>Lancaster District is strategically placed on the national road network, with the M6 providing good links both north into Scotland and south towards Liverpool and Manchester. However, the local movement of traffic within the district faces significant challenges and these issues predominate as the key to the delivery of new homes and jobs. The City Council have been working in partnership with Highways England and Lancashire Council (as the statutory highways authority) to identify and address issues and find appropriate and sustainable transport solutions. The Heysham / M6 Link Road, creating good accessibility between Heysham Peninsula and Junction 34 of the M6 opened in Autumn 2016.</p> <p>Car ownership in the district reflects the national average with 75.4% of households having access to a private car (the national average being 74.2%). A number of key interventions will be necessary, such as improved traffic management, junction and link capacity improvements and priority bus corridors to support strategic growth set out in the local development plan.</p> <p>Lancaster District Highways and Transport Masterplan was published in October 2016. The masterplan and subsequent dialogue with the County Council have identified that improvements would be necessary in the following locations:</p> <ul style="list-style-type: none"> • Junction 33 of the M6 • A6 Corridor between Lancaster City Centre and Galgate • Back Lane and Kellet Road, South Carnforth (the identification of this improvement was on the basis of a larger allocation proposed at Lundsfield Quarry and off Back Lane. The larger part of the allocation on land accessed from Back Lane was removed from the Local Plan as instructed by the Inspector. The improvements have not been required in conjunction with the reduced scale of development now planned at Lundsfield Quarry - policy SG11). <p>The district has three Air Quality Management Areas (AQMAs), located in Lancaster City Centre, Carnforth Town Centre and Galgate. All three designations have been identified due to air pollution arising from traffic congestion. Improvements set out in the Highways and Transport Masterplan, including improved traffic management in Lancaster City Centre and reconfiguration of Junction 33, will seek to address air quality matters.</p>

LANCASTER DISTRICT LOCAL PLAN – INFRASTRUCTURE DELIVERY PLAN

	<p>A good proportion of the district's households are within a 5 minute walk (approximately 400m) from a bus stop. Whilst this is an encouraging figure, this does not take into account for the frequency of bus services as many stops (particularly those in rural areas) have infrequent services or have services which are at threat from reducing public sector subsidies.</p>
EXISTING PROVISION	<p>Nationally Strategic Roads: The M6 runs through the district providing strong links to the north (Kendal, Carlisle and Scotland) and to the South (Preston, Manchester and Liverpool).</p> <p>Other 'A' Roads (non-trunk): The County Strategic Road Network (SRN) within Lancaster District includes the newly completed Heysham/M6 Link Road between Junction 34 and Heysham Port, it also includes the A6 which follows the M6 route providing access to Garstang in the south and Milnthorpe and Kendal in north. The A583 links Lancaster and Junction 34 to Kirby Lonsdale and Yorkshire in the east.</p> <p>Bus Services: There are a number of bus service providers operating in Lancaster District, including Stagecoach, Kirkby Lonsdale Coaches and Travellers Choice. Main service routes operate between Lancaster University, Lancaster City Centre and Morecambe. Services operate to most towns and many of the key villages although some services are highly infrequent and many do not operate in the evening or at weekends. In order areas, bus services are infrequent or non-existent. There are a number of special services for school buses. People who have reached the female state pension age (whatever gender) aged 63 (rising to 65 by 2020) or over and the 'eligible disabled' can apply are eligible for free bus passes for off-peak travel in Lancaster District. Lancaster North Park and Ride opened in late 2016 providing connectivity between Junction 34 and Lancaster City Centre.</p>
PLANNED PROVISION	<p>South Lancaster: There will need to be strategic interventions into South Lancaster to improve the existing road network and provide new access to the M6 for new development at Bailrigg Garden Village. This will focus on the reconfiguration of Junction 33 of the M6 to create a split junction through moving the northbound slip roads further north. This will provide a stronger access point into the Garden Village and reduce traffic congestion through the centre of Galgate (which is currently identified as an AQMA). Further work will also be needed within the strategic allocation include the creation of a distributor road into and through the site (providing a second southern approach to Lancaster City Centre) and crossing(s) of the West Coast Mainline. Further improvement works will also be required on the existing A6 to improve capacity, particularly at key points such as Hala Junction and Pointer Roundabout. These matters will be investigated in more detail through the preparation of the Bailrigg Garden Village Area Action Plan DPD</p> <p>South Carnforth: Road improvements will be necessary to facilitate growth in South Carnforth to provide direct linkages between Back Lane and the A6, this will include the creation of a distributor road through the strategic allocation. Junction improvement works may also be necessary at Kellet Road / Back Lane and Kellet Road / Junction 35 access to increase capacity and ensure that the operations of nearby mineral extraction businesses is not adversely affected.</p> <p>Lancaster City Centre: A comprehensive range of packages to improvement traffic management on Lancaster City Centre's one-way system will also be necessary. This will seek to reduce the levels of through-traffic which move through the city centre via a range of traffic management measures. The aim of reducing levels of traffic will be an improvement to air quality and provide an improved environment for pedestrians and cyclists.</p> <p>Better Buses Scheme us Rapid Transit Services: The public transport route between Lancaster University, Lancaster City Centre, Morecambe and Heysham is recognised as a key linkage which is highly patronised. Whilst this is a popular route it suffers from reliability issues from traffic congestion resulting in off-schedule services. The ability to improve the network to separate the public transport services from the general traffic will result in more frequent and regular services which will increase its popularity as an alternative to the private car. Further investigation work on how such a rapid transit service can be delivered will continue between all relevant partners.</p>

LANCASTER DISTRICT LOCAL PLAN – INFRASTRUCTURE DELIVERY PLAN

SOURCES OF FUNDING	<ul style="list-style-type: none"> • Lancashire Economic Partnership (LEP) • Lancashire County Council • Highways England • Homes England • Developer contributions via the Community Infrastructure Levy, Section 106 and Section 278 Agreements
FURTHER INFORMATION	Lancaster District Highways and Transport Masterplan Highways England

A.2 RAIL NETWORKS

TRANSPORT – RAIL NETWORKS	
LEAD ORGANISATION(S)	<ul style="list-style-type: none"> • Network Rail • Train Operators including: Avanti, Northern Virgin Trains, and Trans Pennine Express and Arriva Trains. • Lancashire County Council
SOURCES OF INFORMATION	<ul style="list-style-type: none"> • Network Rail • Transport for the North – Transport Plan • Morecambe Bay Connectivity Study (to be completed and to inform later iterations of the IDP).
KEY ISSUES	<p>Lancaster Train Station is a significant station on the West Coast Mainline which has the third largest passenger usage in the County with 2,193,066 204,122 (2019-20) passengers using the station annually. Other key stations within the district include Morecambe (207,976 45,548), Carnforth (189,000 204,196) and Bare Lane, Morecambe (136,968 83,380). Other less well patronised stations are generally located in more rural locations such as Silverdale (50,722 9,352) and Wennington (5,398 3,492). The service to Heysham Port attracted 11,450 (2019-20) 9,608 passengers annually.</p> <p>Growth in passengers numbers since the turn of the century have been significant, in 1998 there were 1,051,133 passenger entries and exits at Lancaster Rail station. This represents an increase of 108 91% over the period to 2019-20 15. Carnforth has seen a similar level of patronage growth with of 71 85% increase on the 1998 figures of 110,164 , although the numbers have fallen since 2017-18. Patronage in Morecambe station has seen increases and declines in usage since more modest levels of growth with only a 26% increase on the 1998 figures of 195,573.</p> <p>According to the Autumn 2015 Spring 2020 National Rail Passenger Survey, punctuality and reliability of trains remain important areas for customers along with communication when disruption occurs.</p> <p>In terms of access to rail stations, a proportion of the district's households are within a 15 minute walking time (approximately 1.2km) from a railway station.</p>
EXISTING PROVISION	<p>Lancaster: Lancaster District sits strategically on the West Coast Mainline between London Euston and Scotland which provides regular services from Lancaster to London, Birmingham, Glasgow and Edinburgh. Regional services, operated by Trans Pennine Express provide regular services south to Preston and Manchester and north toward Cumbria and the Furness peninsula.</p> <p>Morecambe: A local service operates from Morecambe to Lancaster via Northern Rail, however this operates to an irregular schedule which do not always link well with services out of Lancaster.</p> <p>Carnforth: Carnforth's connectivity is limited by the absence of mainline platforms which mean that to travel north into Cumbria and Scotland passengers must first travel south to Lancaster and then change trains. Regional connectivity travelling south is much better with good links to Preston and Manchester via Trans Pennine Express services.</p> <p>Rural Services: The Bentham line operates a relatively infrequent service (approximately 5 services a day) between Morecambe, Bare Lane, Lancaster, Carnforth and Wennington ultimately terminating at Leeds. This is a relatively slow service with alternative lines (via Manchester) offering quicker journey times to Leeds.</p>
PLANNED PROVISION	<p>Lancashire County Council Highways and Transport Master Plan for Lancaster District and the Rail Strategy for Lancaster District will take a lead on the preparation of a Morecambe Bay Connectivity Study which will look at improving Transport links around Morecambe Bay. Importantly it will look at how services can be improved out of Morecambe to increase the frequency of service and the number of direct services that can be delivered beyond Lancaster. The Connectivity Study will also look at how</p>

LANCASTER DISTRICT LOCAL PLAN – INFRASTRUCTURE DELIVERY PLAN

	<p>rail service provision can be improved at Carnforth, particularly in improving regional services north into Cumbria and the Furness Peninsula.</p> <p>This investigation work is still underway and it is anticipated that the conclusions of this work will bring about significant improvements to the rail network within the district which focuses on improving the access to rail for local people.</p>
SOURCES OF FUNDING	<ul style="list-style-type: none"> • Network Rail • Lancashire County Council • Train Operators including: Avanti, Northern Virgin Trains, and Trans Pennine Express and Arriva Trains.
FURTHER INFORMATION	<p>Rail Station Usage Rail Station Passenger Changes Network Rail Lancaster District Highways and Transport Masterplan A Railway Strategy for Lancaster District</p>

A.3 CYCLING, WALKING AND EQUESTRIAN ROUTES

TRANSPORT – CYCLING, WALKING AND EQUESTRIAN ROUTES	
LEAD ORGANISATION(S)	<ul style="list-style-type: none"> • Lancashire County Council • Sustrans • Dynamo User Group
SOURCES OF INFORMATION	<ul style="list-style-type: none"> • Lancashire Rights of Way Improvement Plan 2015-2025 • Lancashire County Council Cycling and Walking Strategy 2016 – 2026 • Cycling and Walking Planning Advisory Note
KEY ISSUES	<p>As the Highway Authority, Lancashire County Council is responsible for recording, protecting and maintaining public rights of way. Some of the key issues identified in the Rights of Way Improvement Plan include maintenance of the existing network, information provision, more multi-user routes which link new development to the countryside and difficulty with access to the countryside.</p>
EXISTING PROVISION	<p><u>Walking:</u> There is an extensive network of footpaths and pedestrian routes in the district with walking a popular pastime. Most routes are rural in character providing access along the Lune Valley and within the district's Areas of Outstanding Natural Beauty. There are also key linkages with the urban areas of the district, linking urban centres with residential areas and key service provision.</p> <p><u>Cycling:</u> National Cycle Network Routes 6, 69, 90 and 700 all run through the district providing linkages both within and out of the district. These are made up predominantly of on-road routes. There are a range of other off-road routes which are well patronised – in particular the links between Lancaster and Morecambe which are highly used.</p> <p><u>Horse Riding:</u> There are limited numbers of public bridleways or routes otherwise usable by horses within the district. This can be very limiting for the significant horse and rider population of the district, which generally connect the disparate bridleways along roads and/or through developed areas, which can deter riders and create situations of conflict.</p> <p><u>Horse-drawn carriage driving:</u> There is virtually no off-road provision within the district.</p>
PLANNED PROVISION	<p>Lancashire County Council have prepared a the Actively Moving Forward, A Ten Year Strategy for Cycling and Walking draft Cycling and Walking Strategy (2016 – 2026) which will promotes a greater role for cycling and walking as a sustainable mode of transport with the vision of 'More people walking and cycling for everyday and leisure journeys in Lancashire'. In order to achieve higher usage the strategy identifies the creation of centres of excellence which includes Lancaster where growth in cycling and walking will be championed in order to increase usage, this will include increasing linkages with the all key settlements in the district, in particular the links between Lancaster, Morecambe and Carnforth. This will include the creation of a new Cycling and Walking Superhighway between the Bailrigg Garden Village and Lancaster City Centre to promote safe and accessible links between the two areas.</p>

LANCASTER DISTRICT LOCAL PLAN – INFRASTRUCTURE DELIVERY PLAN

	<p>The planning of large scale development proposals both Lancaster and Carnforth will aim to provide walking and cycling routes and networks which link new housing to local services, employment (in particular enhancing links to Heysham Gateway) and other transport hubs as well as access to the countryside. This will include implementation of routes which complement the existing extensive network.</p> <p>Lancaster City Council have identified a number of routes to enhance off-road provision across the district, examples including improving linkages from South Lancaster into Lancaster City Centre and improving access to South Heysham from Morecambe. Where opportunities arise, particularly in association with development, public footpaths will be improved and upgraded to public bridleways to improve safe, sustainable, public access. Improvements that provide new access opportunities which could be delivered through a variety of commercial, charitable, public authority or volunteer partnerships will be secured through development masterplanning and planning agreements.</p>
SOURCES OF FUNDING	<ul style="list-style-type: none"> • Lancashire County Council • Organisations such as Natural England, National Trust, Forestry Commission and Sustrans • Section 106 Agreements / Community Infrastructure Levy
FURTHER INFORMATION	Lancashire County Council Lancaster District Highways and Transport Masterplan Sustrans Cycling and Walking Planning Advisory Note

A.4 FERRY SERVICES

FERRY SERVICES	
LEAD ORGANISATION(S)	<ul style="list-style-type: none"> • Peel Ports
SOURCES OF INFORMATION	<ul style="list-style-type: none"> • Peel Ports • Ferry Operators including Seatruck, Stena Line and the Isle of Man Steam Packet Line
KEY ISSUES	<p>Peel Ports operate Heysham Port which is one of only three port facilities in the North West (Liverpool, Fleetwood and Heysham). There has been significant investment over the past 15 years on the site which has increased operations out of the Port. It is expected that Peel Ports will continue investment opportunities</p>
EXISTING PROVISION	<p>The Port operates a number of services out of Heysham with twice daily services to Belfast (Northern Ireland), Douglas (Isle of Man) and Warrenpoint (Republic of Ireland). There are also 6 crossings per week to Dublin (Republic of Ireland). These are primarily freight services although passenger services also operate. Whilst operations at Heysham Port are generally focused on the movement of freight, there are other businesses operating out of the Port relating to off-shore wind energy and other marine services.</p>
PLANNED PROVISION	<p>The opening of the Heysham / M6 Link Road has significantly improved accessibility from the Port to Junction 34 of the M6, improving the reliability of journey times to the M6. Access improvements have led to significant improvements to the Port infrastructure to increase the number of daily freight services that can operate out of the Port. This has already been demonstrated by Seatruck's decision to increase their capacity on the Heysham-Dublin service.</p>
SOURCES OF FUNDING	<ul style="list-style-type: none"> • Peel Ports & Ferry Operators including Seatruck, Stena Line and the Isle of Man Steam Packet Line
FURTHER INFORMATION	Peel Ports Seatruck Stena Line Isle of Man Steam Packet Line

A.5 EDUCATION PROVISION

EDUCATION	
LEAD ORGANISATION(S)	<ul style="list-style-type: none"> Lancashire County Council
SOURCES OF INFORMATION	<ul style="list-style-type: none"> Consultation with Lancashire County Council Education Services Methodology for Education Contributions in Lancashire (Lancashire County Council September 2020 2016)
KEY ISSUES	<p>Following discussions with Lancashire County Council over primary school provision, it is clear that short to medium term needs for primary places are acute in some areas of the district, particularly in the Lancaster area. To address such acute needs and the further pressures which are placed on current capacity through new development it will be important that further capacity is delivered in primary school places.</p> <p>In relation to capacity at a secondary level, capacity issues are less acute however with the expected growth in the district and the demographic trends pointing towards and medium to long term surge in demand, Lancashire County Council have advised that further growth will be necessary.</p>
EXISTING PROVISION	<p>Early Years: There are various providers of early years' education in Lancaster District.</p> <p>Primary Schools: There are currently 49 primary schools serving the district</p> <p>Secondary Schools: There are 8 state schools in the district.</p> <p>Special Educational Needs and Disability: There are a number offer special needs education including facilities at Bleasdale School (Silverdale), The Loyne School (Lancaster), Morecambe and Heysham Road School (Morecambe) and Wennington Hall School (Wennington).</p> <p>Private Provision: There are several independent schools in Lancaster District.</p>
PLANNED PROVISION	<p>Through consultation and dialogue with Lancashire County Council Education Services there are significant capacity issues which would arise should there be strategic growth in Lancaster which must be addressed by the development plan. In particular the following provision will be necessary:</p> <p>Primary School Provision: The expansion, or where necessary the creation, of new primary schools in Bailrigg Garden Village, East Lancaster, North Lancaster and South Carnforth to deliver sufficient school places to meet projected needs and demand.</p> <p>Secondary School Provision: The creation of a new secondary school as part of the Bailrigg Garden Village to deliver sufficient school places to meet projected needs and demand.</p> <p>It is anticipated that the delivery of the primary school provision as part of comprehensive masterplans for the areas of strategic growth and they are funded directly from the relevant developers. The delivery of improved secondary school provision, which has wider strategic benefits within the district, will be via the Community Infrastructure Levy.</p>
SOURCES OF FUNDING	<ul style="list-style-type: none"> Central Government Grants Community Infrastructure Levy / Section 106 Agreements.
FURTHER INFORMATION	Lancaster Schools List

A.6 HEALTH PROVISION

HEALTH	
LEAD ORGANISATION(S)	<ul style="list-style-type: none"> • Lancashire North Clinical Commissioning Group (CCG) – funding care and treatment in hospitals and in the community; prescribing, mental health services and support and services for people living with learning disabilities. • Lancashire County Council • NHS England
SOURCES OF INFORMATION	<ul style="list-style-type: none"> • The 'Better Care Together' Strategy – The Future for Health and Care Services in Morecambe Bay (2015)
KEY ISSUES	Lancaster district, as reflected nationally, faces challenges with an aging population which will over time require increasing levels of health care provision. Furthermore, whilst large areas of the district are relatively affluent, there particular pockets of deprivation – particularly in Morecambe West End and North Lancaster – which have associated health care challenges. These challenges will be addressed in no small part by the Lancashire North Clinical Commissioning Group (CCG) with the assistance of other key partners, including Lancaster City Council.
EXISTING PROVISION	As part of the changes made by the Health and Social Care Act 2012, Primary Care Trusts, including the North Lancashire PCT, were abolished. They have been replaced by NHS England and local clinical commissioning groups (CCGs). From the 1 st April 2013, the Lancashire North Clinical Commissioning Group is responsible for the majority of local health services. The main hospital – Lancaster Royal Infirmary
PLANNED PROVISION	<p>The Bay Health and Care Partners are shaping their plans for health care and with the 'Developing our Bay Strategy for the Next Five Years 2019-2024' The priorities aim of the 'Better Care Together' Strategy is include taking more action on prevention and health inequalities, improve care through integrated care communities and new Primary Care Networks, prioritise real improvements in mental health, cancer, emergency and planned care and develop more integrated care. to seek more community involvement in addressing health barriers, this will include greater responsibility with individuals over the management of any health conditions. Formal health care provision will be become more centralised with three key locations to be identified a centres for a variety of treatments including GP surgeries, dental treatment and other treatments. The locations identified are:</p> <ul style="list-style-type: none"> • Heysham Health Centre (already established) • Central Lancaster • North Lancaster
SOURCES OF FUNDING	Within larger developments land may be allocated for the provision of healthcare facilities. Smaller developments may support the provision of / improvements to healthcare infrastructure through financial contributions to provide new facilities in larger schemes or improve existing facilities that are needed to meet the additional demand arising from the development.
FURTHER INFORMATION	Lancashire North CCG

A.7 SOCIAL INFRASTRUCTURE

LEISURE	
LEAD ORGANISATION(S)	<ul style="list-style-type: none"> • Lancaster City Council
SOURCES OF INFORMATION	<ul style="list-style-type: none"> • Lancaster District Commercial Leisure Study (White Young Green 2015) • Lancaster District Open Space Study – Review (Knight, Kavanagh & Page – Ongoing due Spring 2018) • Lancaster District Playing Pitch Assessment (Knight, Kavanagh & Page – Ongoing due Summer 2018) • Lancaster Cultural Heritage Strategy (SQW 2012)
KEY ISSUES	<p>Lancaster City Council needs to ensure that there is sufficient indoor and outdoor leisure activities and premises to cater for both residents and visitors requirements in the future. The Sport England Active People Survey demonstrates that Lancaster District has a comparatively high level of club membership and sports participation. It is likely that demand for leisure facilities will increase in the future so it is important that this demand is met. The recommendations of the Council's Open Space Study and Playing Pitch Strategy have been taken into account in preparation of the local development plan.</p> <p>It is proposed through the District Plan that developers will be required to contribute towards the provision of open space, sports and recreation facilities and provide facilities on larger development sites. The District Council has prepared a Playing Pitch Strategy and is working with towns and parishes in preparing neighbourhood plans to identify suitable sites for provision of health and leisure facilities when particular deficiencies and local needs have been identified. There is a particular deficiency in [open space deficiencies] across the district.</p>
EXISTING PROVISION	<p>There are a wide range of sport and recreation facilities across the District, including health and fitness clubs, sports hall, swimming pools, golf courses, synthetic turf pitches, grass pitches and bowls facilities.</p> <p>The District's main leisure centre is located at Salt Ayre, which is between Lancaster and Morecambe, and offers a range of indoor and outdoor facilities. The area also offers opportunities for a large number of outdoor pursuits such as walking, cycling, sailing, fishing, canoeing, climbing and horse riding.</p> <p>The District Council has ensured the provision of locally equipped play areas and kickabout facilities within walking distance of most residential areas to make sure there are adequate recreational opportunities for children and young people.</p> <p>Heritage and visitor attractions includes the historic town of Lancaster, including Lancaster Castle and variety of museums, the Victorian coastal resort of Morecambe and the railway town of Carnforth. Visitors are also attracted to the district for its natural beauty – in particular the two Areas of Outstanding Natural Beauty (Arnsdale and Silverdale AONB and Forest of Bowland AONB) and the Lune Valley. The district is also strategically placed as a gateway into the Lake District National Park and Yorkshire Dales National Park.</p>
PLANNED PROVISION	<p>Salt Ayre Leisure Centre is still operated by Lancaster City Council, £5 million is planned to be invested by the local authority into the Salt Ayre facility to improve facilities and boost patronage.</p> <p>A number of play areas have been identified as being in need of upgrades and improvements to enhance provision and add to capacity. The Open Space Study identify extensive needs for the District. Details of planned provision identified through the Open Space Study and Playing Pitch Assessment are set out in the Infrastructure Schedules.</p>
SOURCES OF FUNDING	<ul style="list-style-type: none"> • Community Infrastructure Levy (CIL) • Developer funding through on-site / off-site provision • Government Grants • Lancaster City Council • Town and Parish Councils • External Funding (such as Lottery Funding / Sport England)
FURTHER INFORMATION	

A.8 GREEN INFRASTRUCTURE

MITIGATION REQUIRED UNDER THE HABITATS REGULATIONS	
LEAD ORGANISATION(S)	<ul style="list-style-type: none"> • Lancaster City Council • Natural England • Other Environmental Organisations
SOURCES OF INFORMATION	<ul style="list-style-type: none"> • Habitats Regulations Assessment for the Lancaster District Local Plan (Arcadis 2016) • Associated background studies for the Habitats Regulations Assessment • The Green and Blue Infrastructure Strategy
KEY ISSUES	<p>Under the provisions of the Conservation of Habitats and Species Regulations 2010 (the ‘Habitats Regulations’), the council is required to consider the potential impacts of the draft local development plan 2011-2031 on sites designated as a Special Protection Area (SPA), Special Conservation Area (SAC) or RAMSAR sites. The Habitats Regulation Assessment (HRA) that accompanies the draft adopted local plan 2011-2031 provides detailing regarding the potential impacts and associated mitigation measures in relation to all relevant sites. This applies especially to new development which leads to an increased recreational pressure on Morecambe Bay and functionally linked habitat.</p> <p>The Council have prepared a Habitats Regulation Assessment for both the adopted Strategic Policies & Land Allocations DPD and Development Management DPD which will seek to assessed the impacts on the natural environment – particularly NATURA 2000 sites and consider suitable and appropriate mitigation measures which include the provision of open green space within new strategic development and the provision of homeowner packs for residential development proposals. These measures were will be fully incorporated into the final versions of the adopted Local Plan. The HRA has been updated to reflect the revisions proposed within the Climate Emergency Review of the Local Plan.</p>
EXISTING PROVISION	Not Applicable.
PLANNED PROVISION	<ul style="list-style-type: none"> • The provision of a Country Park within the East Lancaster Strategic Site. • Further proposals to be informed by the Green & Blue Infrastructure Strategy Determined.
SOURCES OF FUNDING	<ul style="list-style-type: none"> • Lancaster City Council • Community Infrastructure Levy (CIL) or Section 106 Agreements • Direct provision by developers
FURTHER INFORMATION	Lancaster City Council

A.9 FLOOD RISK AND FLOOD MANAGEMENT

FLOOD RISK AND FLOOD MANAGEMENT	
LEAD ORGANISATION(S)	<ul style="list-style-type: none"> • Lancashire County Council • Environment Agency • United Utilities • Lancaster City Council
SOURCES OF INFORMATION	<ul style="list-style-type: none"> • Lancaster District Strategic Flood Risk Assessment Update (JBA 202117) • Flood Risk and Drainage Strategy – Bailrigg Garden Village (JBA —Ongoing due Spring 2018) • Environment Agency Flood Risk Mapping • Lancashire and Blackpool Flood Risk Management Strategy 2014 -2017 (Lancashire County Council 2014) • Draft Lancashire Local Flood Risk Management Strategy 2021-027 • North West River Basin Management Plan (Environment Agency 201509) • River Lune Catchment Flood Management Plan (Environment Agency 2009) • North West Shoreline Management Plan

LANCASTER DISTRICT LOCAL PLAN – INFRASTRUCTURE DELIVERY PLAN

KEY ISSUES	<p>Significant portions of Lancaster District are at risk from flooding. These risks are derived from a variety of sources – coastal flooding to the settlements adjoining Morecambe Bay, fluvial flooding along the Rivers Lune, Kerr and their tributaries and a variety of flooding from surface water run-off. Instances of flooding are becoming more regular and more extreme due to the increase in extreme rainfall events and the increasing levels of surface water run-off into watercourses.</p> <p>It is therefore key that the local development plan seeks to place new development in areas away from identified flood risk (i.e. outside of Zone 3) and ensure that development are planned with flood resilience in mind through both their design and layout – maximising the levels of permeable surfaces and utilising Sustainable Urban Drainage Systems (SuDS).</p>
EXISTING PROVISION	<p>The district already has significant flood defences to combat both coastal and fluvial flooding. Morecambe has a coastal walk to mitigate risks from high tides – this follows significant flooding events in the 1970s and 1980s and a Wave Reflection Wall which stretches from Morecambe Battery to Happymount Park. This will give improved protection to Morecambe from high tidal surges.</p> <p>Areas of Lancaster downstream from Greyhound Bridge (Skerton) have significant defences from flooding arising from the River Lune, with areas of Luneside defended up to a 1 in 500 year event.</p> <p>Lancaster City Centre suffered from significant flooding via Storm Desmond in December 2015, with further flooding experienced in winter 2017. On both occasions a number of residential and business properties suffered from internal flooding. As a result of the impacts from these flood events, the Environment Agency, in partnership with Lancashire County Council (the Lead Local Flood Authority), United Utilities and Lancaster City Council have secured funding to upgraded the flood defences on the River Lune between the Greyhound Bridge (Skerton) and Halton Weir.</p> <p>There are a range of other flood prevention measures across the district which include drainage ditches, levies, pumping stations and holding tanks which have been installed by United Utilities to store water in extreme events.</p>
PLANNED PROVISION	<p>In relation to coastal flooding, Morecambe is currently undergoing significant works to improve the Wave Reflection Wall which stretches from Morecambe Battery to Happymount Park. This will give improved protection to Morecambe from high tidal surges.</p> <p>Lancaster City Centre suffered from significant flooding via Storm Desmond in December 2015, with further flooding experienced in winter 2017. On both occasions a number of residential and business properties suffered from internal flooding. As a result of the impacts from these flood events, the Environment Agency, in partnership with Lancashire County Council (the Lead Local Flood Authority), United Utilities and Lancaster City Council have secured funding to upgrade the flood defences on the River Lune between the Greyhound Bridge (Skerton) and Halton Weir.</p> <p>Other more localised schemes will be necessary to alleviate smaller, but no less important flooding issues. These will be implemented where appropriate to do so and using funding opportunities available at that time.</p> <p>A core principle behind new development, particularly on larger strategic sites, will be new developments relationship with drainage, water management and the implications of flood risk. New development will be expected to address these matters in a sustainable manner using appropriate and sympathetic features to ensure that run-off rates maintain greenfield levels and risks are mitigated.</p>
SOURCES OF FUNDING	<ul style="list-style-type: none"> • Lancashire Economic Partnership • Central Government Grants • Developer Contributions
FURTHER INFORMATION	<p>Lancashire County Council Environment Agency Flood Mapping United Utilities</p>

A.10 EMERGENCY SERVICES – AMBULANCE

EMERGENCY SERVICES - AMBULANCE	
LEAD ORGANISATION(S)	<ul style="list-style-type: none"> North West Ambulance Service NHS Trust
SOURCES OF INFORMATION	<ul style="list-style-type: none"> North West Ambulance Service Annual Report 2014 / 2015
KEY ISSUES	<p>The trust responds to 999 calls from the public, urgent calls from healthcare professionals and in Lancashire provides non-emergency patient transport services (pre-booked patient journeys to and from healthcare facilities. The service:</p> <ul style="list-style-type: none"> Covers a geographical area of 5,400 square miles Serves a resident population of 7 million people. Operates over 100 across 109 sites ranging from ambulance stations, one headquarters, and four area offices, three emergency operations centres, two North West NHS 111 Centres, one support centre and two patient control rooms. Utilises a fleet of over 1,000 vehicles. Received 1.13 million emergency calls annually. Employs more than 4,900 6000 staff <p>There have been increasing demands on the ambulance service and it is predicted that these will continue to rise.</p>
EXISTING PROVISION	Ambulance stations are located in Lancaster (Langdale Road) and Morecambe (Woodlands Drive)
PLANNED PROVISION	The City Council are not aware of any plans or proposals for new or expanded ambulance stations within the district.
SOURCES OF FUNDING	<ul style="list-style-type: none"> Service level agreements with the region's Clinical Commissioning Group (North Lancashire CCG).
FURTHER INFORMATION	North West Ambulance Service

A.11 EMERGENCY SERVICES – FIRE AND RESCUE

EMERGENCY SERVICES – FIRE AND RESCUE	
LEAD ORGANISATION(S)	<ul style="list-style-type: none"> Lancashire Fire and Rescue Service
SOURCES OF INFORMATION	<ul style="list-style-type: none"> Fire and Rescue Services Act 2004 Lancashire Fire and Rescue Annual Service Plan 2016 Lancashire Fire and Rescue Service Property & Asset Management Plan 2014-2019 Lancashire Fire and Rescue Service Community Safety Strategy 2014-2017
KEY ISSUES	<p>The main duties of the Lancashire Fire and Rescue Service under the Fire and Rescue Services Act 2004 are to provide, train and equip the Service for firefighting; protecting people and property from fire; promoting fire safety; and recusing people from road traffic collisions.</p> <p>Under the Civil Contingencies Act 2004, the Fire Authority has a role and responsibility to work in partnership to plan for, and respond to, civil emergencies.</p> <p>The vision of the Lancashire Fire and Rescue Service is to consolidate on the improvements already made to the service and focus on further long term improvements and investment to achieve changes to management processes, general cultural practices, increasing capacity and capability and to improve collaborative work.</p> <p>Developers will need to continue to liaise with Lancashire County Council Highways Department to ensure that suitable access to new development is provided. There may also be the need to carry out work to ensure that sufficient supplies of water in terms of volume and pressure are available. The developer should provide the infrastructure required to serve a new development at no extra cost to the emergency service.</p>

LANCASTER DISTRICT LOCAL PLAN – INFRASTRUCTURE DELIVERY PLAN

EXISTING PROVISION	Lancaster have a variable crewing system wholetime. This provides both a day and night 24 hour cover for the district. Morecambe also has a wholetime day crew and retained on-call cover for the evening periods. Fire stations in Silverdale, Carnforth, Bolton-le-Sands and Hornby provide on-call cover within the district. North West Fire Control is based at Lingley Mere, Warrington and is responsible for mobilising firefighters and fire engines to incidents in Cumbria, Lancashire, Greater Manchester and Cheshire.
PLANNED PROVISION	There is no planned increase in provision in the District at present.
SOURCES OF FUNDING	<p>Funding for the fire service is provided by Lancashire County Council and comes from two main sources:</p> <ul style="list-style-type: none"> • Grant funding from central Government • Council Tax <p>There is no additional precept for fire and rescue services on council tax bills in Lancaster. The fire and rescue budget is considered as part of the wider provision of county council services.</p> <p>Developers will also be required to contribute towards works that may be needed to fulfil the fire authority's duty to ensure the provision of an adequate access and supply of water for firefighting. In addition, the developer may be required to make a proportionate contribution toward the provision of new firefighting services or facilities to enable the fire and rescue service to meet its statutory requirements and prescribed standards of fire cover for the area. The costs will be based on the additional population arising from new development.</p>
FURTHER INFORMATION	Lancashire Fire and Rescue

A.12 EMERGENCY SERVICES - POLICE

EMERGENCY SERVICES - POLICE	
LEAD ORGANISATION(S)	<ul style="list-style-type: none"> • Lancashire Constabulary • Lancashire Police and Crime Commissioner
SOURCES OF INFORMATION	<ul style="list-style-type: none"> • Lancashire Police and Crime Commissioner – Police and Crime Plan 2013 to 2018
KEY ISSUES	<p>National priorities for the police service are outlined in the Strategic Policing Requirement and defined by the Home Secretary including addressing the following national threats: terrorism, civil emergencies, organised crime, public order and large-scale cyber incidents.</p> <p>In May 202116, the people of Lancashire elected a Police and Crime Commissioner to represent them for policing and crime in the county. The Police and Crime Commissioner sets the police budget, local policing and crime priority in a Police and Crime Plan and will hold the Chief Constable to account.</p> <p>The Police and Crime Plan 20163 – 2021218 for Lancashire sets out the strategic direction for policing in the county. It has four key priorities: defending frontline policing, protecting vulnerable people, promoting targeted initiatives to contribute to tackling crime and re-offending and to champion the rights of the victim.</p> <p>Lancashire Constabulary have Crime Prevention Design Advisors who champion a scheme called 'Secured by Design' and provide advice on crime prevention. The 'Secured by Design' scheme combines 'designing out crime' with enhanced security to reduce crime and create safe & sustainable communities. The aim of 'designing out crime' is to reduce the vulnerability of people, property and businesses to crime as well as reducing the fear of crime. This is through designing the built environment so that opportunities for crime are removed. This includes addressing access and movement, surveillance, defensible space and lighting. As part of a planning application, Design and Access Statements should demonstrate how crime prevention measures have been considered in the design of the proposal and how the design reflects the attributes of safe sustainable places.</p>
EXISTING PROVISION	There are two police stations located in Lancaster and Morecambe.
PLANNED PROVISION	There is no planned increase in provision in the District at present.

LANCASTER DISTRICT LOCAL PLAN – INFRASTRUCTURE DELIVERY PLAN

SOURCES OF FUNDING	<ul style="list-style-type: none"> • Government Grant Funding • Police Precept from Council Tax • Charging for policing events • Community Infrastructure Levy (CIL) • Future Asset Disposal
FURTHER INFORMATION	Police and Crime Commissioner Designing Out Crime Police UK

A.13 LIBRARIES

LIBRARIES	
LEAD ORGANISATION(S)	<ul style="list-style-type: none"> • Lancashire County Council
SOURCES OF INFORMATION	<ul style="list-style-type: none"> • Discussion and Dialogue with Lancashire County Council.
KEY ISSUES	<p>Lancashire County Council have made significant cost savings in the library service, delivering services in a more cost effective way through increasing the roles of on-line services. The service continues to explore further efficiency saving measures in appropriate locations. New development within the district is likely to increase the demand on the range of library services and will serve to maintain existing assets.</p> <p>The network of physical locations is a powerful locally-based tool for Lancashire County Council in delivering its services to the community. Libraries are increasingly developing as community hubs; a cost effective way to deliver an increasing range of County and partnership services.</p>
EXISTING PROVISION	There are a number of libraries located in Lancaster District, the main library hubs are located in Lancaster and Morecambe, with smaller facilities in Heysham, Bolton-le-Sands, Carnforth, Silverdale and Halton. A mobile library service also visits other villages and communities in the district.
PLANNED PROVISION	There are no plans are increase in service provision within the district, however the reduction in provision is being considered to ensure that efficiency savings are met.
SOURCES OF FUNDING	<ul style="list-style-type: none"> • Lancashire County Council • Community Infrastructure Levy (CIL) • Developer Contributions
FURTHER INFORMATION	Lancashire County Council

A.14 WASTE MANAGEMENT

WASTE MANAGEMENT	
LEAD ORGANISATION(S)	<ul style="list-style-type: none"> • Lancashire County Council • Lancaster City Council
SOURCES OF INFORMATION	<ul style="list-style-type: none"> • Lancashire Minerals and Waste Local Plan – Site Allocations and Development Policies Part One (2013) • Lancashire Minerals and Waste Local Plan – Site Allocations and Development Policies Part Two (2013) • Emerging Documents for Review of the Minerals and Waste Local Plan
KEY ISSUES	New development within the district will have a cumulative effect on waste infrastructure. Housing growth as currently forecast by Lancaster City Council may result in the need for improvements to household waste and recycling sites and transfer stations, but this will be monitored.

LANCASTER DISTRICT LOCAL PLAN – INFRASTRUCTURE DELIVERY PLAN

EXISTING PROVISION	There is a significant site for waste transfer at Lancaster West Business Park (South Heysham) which serves the main urban areas of Lancaster, Morecambe and Heysham and the wider rural hinterland of the district. This strategic focus for waste management are supplemented by more local facilities located on White Lund Employment Area. Lancashire County Council Waste and Minerals Local Plan supports the ongoing role of these facilities via Policies WM2 and WM3. The district has two recycling centres which are located in Lancaster and Carnforth.
PLANNED PROVISION	The Minerals and Waste Local Plan, via Policies WM2 and WM3, support the expanding role of the strategic site at Lancaster West Business Park as the main waste transfer site for the district.
SOURCES OF FUNDING	<ul style="list-style-type: none"> • Lancashire County Council • Lancaster City Council • Community Infrastructure Levy (CIL)
FURTHER INFORMATION	Lancashire County Council Lancaster City Council

A.15 UTILITY SERVICES – ELECTRICITY DISTRIBUTION

ELECTRICITY DISTRIBUTION	
LEAD ORGANISATION(S)	<ul style="list-style-type: none"> • Electricity Northwest
SOURCES OF INFORMATION	<ul style="list-style-type: none"> • Electricity North West Long Term Development Statement (November 2015)
KEY ISSUES	New developments will be assessed when they come forward. Ofgem discourages Electricity Distribution Companies from investing speculatively in their infrastructure ahead of confirmed requirements. Electricity Northwest's asset replacement programmes provide the opportunity to rethink the way in which infrastructure is developed to meet future customer needs, particularly for connections to green and renewable energy sources.
EXISTING PROVISION	Electricity Northwest confirm that the existing network capacity in Lancaster District is adequate for meeting existing customer's demand.
PLANNED PROVISION	Whenever presented with new development proposals for the Lancaster District area, Electricity Northwest will examine the proposal, assess the impact on the existing network and provide an economic design for connection within the context of the company objectives of supporting growth in the economy whilst minimising the impact of climate change and providing an electricity network that can support new technologies, such as renewable energy generation and electric vehicles.
SOURCES OF FUNDING	<ul style="list-style-type: none"> • Electricity Northwest • Developer Funding
FURTHER INFORMATION	Electricity Northwest

A.16 UTILITY SERVICES – GAS DISTRIBUTION

GAS DISTRIBUTION	
LEAD ORGANISATION(S)	<ul style="list-style-type: none"> • Northern Gas Networks
SOURCES OF INFORMATION	<ul style="list-style-type: none"> • Northern Gas Networks
KEY ISSUES	If more capacity is required then reinforcements to the network can be made to whatever the extent is required. The location, scale and timing of development will need to be identified in the local development plan and, if appropriate, in neighbourhood plans. This can then be incorporated in future funding plans.
EXISTING PROVISION	Northern Gas Networks have confirmed that the existing network in Lancaster District is adequate to serve the existing development.

LANCASTER DISTRICT LOCAL PLAN – INFRASTRUCTURE DELIVERY PLAN

PLANNED PROVISION	If more capacity is required, reinforcement of the network can be carried out to whatever extent is required. This means that essential the Northern Gas Network can accommodate any level of development.
SOURCES OF FUNDING	<ul style="list-style-type: none"> • Ofgem • Northern Gas Networks • Developers through connection fees and on-site provision
FURTHER INFORMATION	Northern Gas Networks

A.17 UTILITY SERVICES – WATER RESOURCES AND WATER SUPPLY

WATER RESOURCES AND WATER SUPPLY	
LEAD ORGANISATION(S)	<ul style="list-style-type: none"> • United Utilities
SOURCES OF INFORMATION	<ul style="list-style-type: none"> • Consultation with United Utilities • Water Resources Management Plan (United Utilities 2019⁵) • North West River Basin Management Plan (Environment Agency 2009) • River Lune Catchment Flood Management Plan (Environment Agency 2009)
KEY ISSUES	As a result of the Water Framework Directive (WFD), work is currently underway by the Environment Agency to identify detailed schemes and projects to deliver the recommendations from the North West River Basin Management Plan. Further details can be included within the Infrastructure Development Plan at a later stage as this work develops.
EXISTING PROVISION	<p>Water Supply: United Utilities is responsible for the supply of drinking water to Lancaster District.</p> <p>Water Distribution System: The existing system works under pressure which allows flexibility in the provision of new mains required to serve new development. There is limited spare capacity.</p>
PLANNED PROVISION	<p>Water Resources: There is sufficient capacity to accommodate the development identified in the Lancaster District Local Plan.</p> <p>Water Distribution System: It is likely that investment will be required to serve the development proposed in the local development plan. Where capacity is deemed to be insufficient, developers will need to requisition a connection to the nearest point of adequate capacity.</p>
SOURCES OF FUNDING	<ul style="list-style-type: none"> • Developers • Ofwat • United Utilities
FURTHER INFORMATION	United Utilities Environment Agency

A.18 UTILITY SERVICES – WATER TREATMENT AND SEWERAGE

WATER TREATMENT AND SEWERAGE	
LEAD ORGANISATION(S)	<ul style="list-style-type: none"> • United Utilities
SOURCES OF INFORMATION	<ul style="list-style-type: none"> • United Utilities • Environment Agency
KEY ISSUES	<p>In relation to wastewater, United Utilities are not permitted to discharge treated effluent from wastewater treatment works in excess of the environmental permit provided by the Environment Agency. If this should occur United Utilities would breach imposed levels of quality standards. The District Plan will inform United Utilities investment planning and will provide the planning certainty requirement to support investment proposals to Ofwat.</p> <p>Developments should connect to the sewerage system at the nearest point of adequate capacity, and any odour mitigation required as a result of new development should be funded by the development.</p>

LANCASTER DISTRICT LOCAL PLAN – INFRASTRUCTURE DELIVERY PLAN

EXISTING PROVISION	<p><u>Wastewater Treatment:</u> There are number of facilities within the district which serve the main urban areas and rural settlements.</p> <p><u>Sewerage System:</u> United Utilities is the statutory sewerage undertaker for most of Lancaster District. There is a sewerage system, which operates mainly under gravity, throughout the district which has limited capacity. The only exception to this is the village of Silverdale (and its surrounds) which operates via the use of septic tanks and has no connection to the wider network.</p>
PLANNED PROVISION	<p><u>Wastewater Treatment:</u> Due to the scale of development being proposed, it is likely that improvements will be necessary to waste treatment works to increase capacity levels. The scale of increased will be assessed by United Utilities and any improvements required will be incorporated into future funding bids made by United Utilities via the AMP process.</p> <p><u>Sewerage System:</u> Developments should connect to the sewerage system at the nearest point of adequate capacity so that the risk of foul water flooding is not increased. The local planning authority will seek to ensure that there is adequate water and wastewater to service all new developments. Developers will be required to demonstrate that there is adequate capacity both on and off site to serve the development and that it would not lead to adverse impacts for existing or future users in the form of internal and external sewer flooding, pollution of land or water courses and / or issues with water supply in the form of no or low water pressure.</p> <p>In some circumstances this may make it necessary for developers to carry out appropriate appraisals and reports to ascertain whether the proposed development will lead to overloading of the existing water and/or waste water infrastructure. Where there is a capacity constraint the local planning authority should require the developer to provide a detailed drainage strategy informing what infrastructure is required where, when and how it will be delivered.</p> <p>United Utilities will seek to work in collaboration with the local planning authority and developers to deliver local on-site and off-site wastewater infrastructure required to service individual sites surface water run-off should not be permitted to enter the sewerage system. Alternative surface water drainage will be required.</p> <p><u>Odour Mitigation:</u> Where development is delivered in close proximity to wastewater treatment works the cost of odour mitigation measures required to protect the amenity of residents sensitive to odour shall be met by the development. This reflects the Ofwat view that the cost of mitigation should be met by the development and not passed to existing customers through increased charges.</p> <p>Where development is being proposed within 800m² of a United Utilities treatment works, the developer or local planning authority should liaise with United Utilities to consider whether an odour impact assessment is required as part of the promotion of the site and potential planning application submission. The odour impact assessment would determine whether the proposed development would result in adverse amenity impact for new occupiers, as those new occupiers would be located in closer proximity to a sewerage treatment works.</p>
SOURCES OF FUNDING	<ul style="list-style-type: none"> • Developers • Ofwat – Price Review Process • United Utilities
FURTHER INFORMATION	<p>United Utilities Environment Agency Ofwat</p>

A.19 TELECOMMUNICATIONS – BROADBAND COMMUNICATIONS

TELECOMMUNICATIONS – BROADBAND COMMUNICATIONS	
LEAD ORGANISATION(S)	<ul style="list-style-type: none"> • Lancashire County Council – Superfast Lancashire • Broadband for the Rural North (B4RN) • BT Openreach, Virgin Media and various other broadband providers
SOURCES OF INFORMATION	<ul style="list-style-type: none"> • Lancashire Local Broadband Plan
KEY ISSUES	The broadband network now covers most households, although at varying speeds, and the Government is committed to ensuring that everyone can benefit from new services that technology such as this can provide.
EXISTING PROVISION	The broadband provision with the district varies greatly. The more urban areas of the district, in particular Lancaster, benefit from very good access to the fibre optic network. However, given the rural nature of the district, many rural communities suffer from significantly poor levels of broadband access with may still relying on dial-up connections. Some rural communities have taken advantage of local projects, such as the B4RN project, to provide much improved linkages to their communities. However, the implementation of such projects remain sporadic.
PLANNED PROVISION	Ongoing improvements are being made to the broadband network to increase speeds and access to the Internet which will continue through the plan period. Further growth of commercial, employment and residential development will result in an increase in the network and demand for Internet access.
SOURCES OF FUNDING	<ul style="list-style-type: none"> • Broadband Operators & BT. • Public Sector Grants (particularly for rural locations).
FURTHER INFORMATION	Superfast Lancashire Broadband for the Rural North (B4RN)

A.20 TELECOMMUNICATIONS – MOBILE COMMUNICATIONS

TELECOMMUNICATIONS – MOBILE COMMUNICATIONS	
LEAD ORGANISATION(S)	Mobile Operators Association – represents the four UK mobile network operators (3, Telefonica O2, EE (formally T Mobile and Orange) and Vodafone) on radio frequency health & safety and associated town planning issues.
SOURCES OF INFORMATION	Mobile Operators Association – Annual Network Update Plans as provided by the mobile network operators
KEY ISSUES	<p>Changing mobile technology will improve the speed of mobile broadband services and support a range of data services. The introduction of the Long Term Evolution (LTE) standard (often referred to a ‘4G’) should not see the proliferation of new masts, rather as LTE will allow more data to be transferred than the current 3G technology, it may reduce the number of base stations. ‘5G’ may require larger masts. Operators will continue to invest in their networks to improve coverage and capacity to meet customer demand by upgrading their existing base stations where possible and shared sites where appropriate. Alternatives includes using existing buildings or structures or building freestanding sites. The number of base stations is determined by customer demand for mobile services.</p> <p>Mobile phone operators publish Annual Network Update Plans which identify existing base stations in the local authority area. The companies responsible for telecommunications will normally be able to provide the requisite infrastructure to serve new development through exercising their statutory powers and by the agreement with the relevant parties, having the necessary consents and approvals in place.</p>
EXISTING PROVISION	<p>Each of the major mobile phone network providers (EE (EE, Orange & T-Mobile), O2, Three and Vodafone) provide a standard level of coverage across the district.</p> <p>Telefonica UK Limited (O2) has entered into an agreement with Vodafone Limited whereby the two companies plan to jointly operate and manage a single network grid across the UK. This allows both companies to share their basic network</p>

LANCASTER DISTRICT LOCAL PLAN – INFRASTRUCTURE DELIVERY PLAN

	<p>infrastructure, whilst running two independent nationwide networks; maximising the opportunities to consolidate the number of base stations and significantly reduce the environmental impact of network development.</p> <p>EE and Three also have a joint venture which has consolidated their 3G networks. This has resulted in the joint use of existing base station site infrastructure and hardware, thus reducing the number of sites.</p>
PLANNED PROVISION	<p>The Annual Network Update Plans provide information about each operator's existing built sites. It is envisaged that upgrade activity may well occur on a number of these existing sites to meet the coverage demand from both Vodafone and Telefonica.</p> <p>In 2013, The Code of Best Practice on Mobile Phone Network Development England was revised in 2016 to enable a more meaningful Annual Update Plan to be issued by the operators; it now only contains the built sites. Those with planning permission granted are tracked by the LPAs and when built will appear on the following year's Update Plan. Planned sites (new not existing or upgrades) form the basis of the pre-application consultation with both the Local Planning Authority and community.</p>
SOURCES OF FUNDING	<ul style="list-style-type: none"> • Mobile Network Operators
FURTHER INFORMATION	<p>Mobile Operators Association</p>

APPENDIX B: PARISH COUNCIL INFRASTRUCTURE SCHEDULES

This appendix sets out a series of infrastructure identified within adopted and emerging Neighbourhood Plans.

PARISH COUNCIL	INFRASTRUCTURE SUGGESTED
Wray-with-Botton (Plan Adopted July 2019)	<ul style="list-style-type: none"> • Improvements to the existing local network of cycleways, bridleways and footways. • Measures which improve accessibility within the Parish by public transport, walking and cycling. • provision of additional car parking within the village of Wray. • Improvements to links between the Parish and local service centres including the development of new cycleways to reduce reliance on the B6480 and enhance safety for all.
Wennington (Plan Adopted April 2019)	<ul style="list-style-type: none"> • Enhancement of Wennington Station as a rural transport hub. • Improvements to pavements and footpaths, and which maximise opportunities for walking and cycling.
Aldcliffe-with-Stodday (Regulation 14 Draft)	<ul style="list-style-type: none"> • Provision of public open space, including play facilities, facilities for young people, informal open space such as a village green/seating area. • Support for improved telecommunication and broadband provision. • Improvements to walking and cycling routes, including better signage and education and awareness raising about the importance of the Marsh / Morecambe Bay area.
Caton-with-Littledale (Regulation 14 Draft)	<ul style="list-style-type: none"> • Public transport links to local towns and facilities. • Expansion of local routes and networks for walking, cycling and horse riding. • Accessibility for disabled people and those with limited mobility in relation to local routes and footpaths • Provision of green infrastructure. • Wildlife enhancements.
Slyne-with-Hest (Regulation 14 Draft)	<ul style="list-style-type: none"> • Improve Memorial Hall facilities and activities. • Improvements to existing outdoor recreational facilities and the provision of new outdoor recreational space to encourage the physical well-being of residents. • Address flooding at the Recreation Ground, to increase usable space for outdoor recreation. • Replace ageing play equipment at the play area on the Recreation Ground. • To have effective signage to deter (or STOP) large vehicles from using the Listed Canal Bridges. • To have effective signage indicating areas where there are no footpaths.
Dolphinholme (Regulation 14 Draft)	<ul style="list-style-type: none"> • The extension of high-speed broadband for new development • Off-street car parking provision of Dolphinholme C of E School • Improvements to pedestrian footways

~~schedules which have been prepared by individual Parish Council upon the request of Lancaster City Council. The City Council consulted with town and parish council's to identify what infrastructure they feel is required to support future growth in their area, and why this infrastructure is needed.~~

~~The inclusion of infrastructure schemes with the infrastructure and indications of the potential funding does not guarantee that funding will be available since there will be competition for money and the governance arrangements for CIL have not yet been decided. Notwithstanding this, areas which have adopted Neighbourhood Plans will be entitled to greater proportions of CIL which is generated within their neighbourhood plan area.~~

LANCASTER DISTRICT LOCAL PLAN – INFRASTRUCTURE DELIVERY PLAN

The City Council have endeavored to make contact with all Parish Council's in the district to understand their infrastructure needs. However, despite repeated requests this has not always been possible to achieve. To date the following Parish Council have yet to submit information in relation to their areas:

ARKHOLME WITH CAWOOD PARISH COUNCIL	BORWICK PARISH MEETING	OVER KELLET PARISH COUNCIL
NETHER KELLET PARISH COUNCIL		

It should be noted that there is no infrastructure Schedule for the Parish of Ireby & Leck as this parish within the Yorkshire Dales National Park and so their infrastructure requirements may be included within a future Infrastructure Delivery Plan for the Yorkshire Dales National Park Authority

PARISH COUCL	INFRASTRUCTURE SUGGESTED
ARKHOLME WITH CAWOOD	<ul style="list-style-type: none"> Improved public transport links to Lancaster, Kirkby Lonsdale and Carnforth; Improved basic services in the village including new local shop, post office, health services and community facilities; Improvements to the public open space provision, including outdoor play equipment, changing facilities and all weather sports facilities; Improved public realm in the village, including new village signage and improvements to the village green; and Improvements to hedgerows, trees and pound wall.
BORWICK PARISH MEETING	<ul style="list-style-type: none"> Retaining access to waste and recycling facilities, in particular the Keer Bridge facilities near Carnforth; Improved public transport services including the re-instatement of bus services through the village; The re-instatement of mobile library services to the village; and Improved access to adult education services since the closure of the White Cross Education Centre.
NETHER KELLET	<ul style="list-style-type: none"> Improved drainage systems including ensuring that surface water drainage is fully managed; The re-instatement of bus services for evening and Sunday services; Improvements to primary school provision; Improving access to healthcare facilities; Retention of mobile library services; Improvement to indoor sports facilities and improved maintenance of play areas; and Re-instatement of Post Office Facilities.

LANCASTER DISTRICT LOCAL PLAN – INFRASTRUCTURE DELIVERY PLAN

~~OVER KELLETT~~

- ~~• Introduction of 20mph speed limits within the village and other appropriate traffic calming measures;~~
- ~~• The creation of footpaths for pedestrians wherever practical to do so;~~
- ~~• Improvements and expansion in drainage capacity in the village which address increasing levels of foul and surface water;~~
- ~~• Improvements to the frequency of buses running through the village;~~
- ~~• The maintaining of current mobile library services; and~~
- ~~• Improve recreational, health and education services would be required to facilitate any further growth in the village.~~