

# Draft Burnley Infrastructure Delivery Plan

March 2017

Version 1



Burnley Borough Council:

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## 1. Introduction

1.1 This Infrastructure Delivery Plan (IDP) forms part of the evidence base for the Burnley Local Plan. The Burnley Local Plan will provide the statutory planning framework covering the whole borough to 2032.

1.2 This IDP should be read in conjunction with the Baseline IDP, developed as part of the Local Plan Issues & Options in 2014.



1.3 The IDP has been prepared in collaboration with a range of partners responsible for delivering infrastructure to support planned growth.

### Purpose of the Document

1.4 The Council is required to evidence that the policies and proposals in the Local Plan are deliverable and contribute towards the achievement of sustainable development. This IDP identifies as far as possible the currently planned infrastructure provision across the borough and the associated infrastructure required to deliver the Local Plan. The document is not intended to provide a prescribed implementation plan for the provision of infrastructure with confirmed funding and delivery timetables. It does however, provide evidence that the Council has prepared the Local Plan within an understanding of the implications for infrastructure. It is necessary to balance infrastructure requirements with the need to ensure that developments remain viable.

1.5 Although the IDP seeks to identify the key infrastructure items which are required to meet the growth set out in the Local Plan, it does not capture every project being planned by each Council service or external provider. The IDP recognises there are numerous other plans and strategies which provide more detail on what, how and when those services are to be delivered and as the IDP is inherently a 'living' document in the sense that the infrastructure requirements will change over time as new or improved infrastructure is provided or facilities are lost and technological advances or social and national policy changes require new forms of infrastructure or alternative methods of provision.

### National Planning Policy Context

1.6 The National Planning Policy Framework (NPPF) requires Local Planning Authorities (LPAs) to produce Local Plans that are supported by a proportionate evidence base. The NPPF requires LPAs to consider the quality and capacity of existing infrastructure to support future growth.

1.7 The NPPF, paragraph 162 states “Local planning authorities should work with other authorities and providers to:

- assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
- take account of the need for strategic infrastructure including nationally significant infrastructure within their areas”

1.8 The NPPF also states that for good infrastructure planning the local planning authority should work collaboratively with private sector bodies and utility and infrastructure providers. As both part of the consultation process of the Local Plan and through ongoing engagement, including to satisfy the duty to cooperate, infrastructure providers have been consulted upon the scale and location of development in the Local Plan and this has in turn informed the development of this IDP.

1.9 In addition to the Local Plan consultation, infrastructure providers have been consulted on the Baseline IDP in 2014 and the Council has been in dialogue either through emails or meetings during the development of the IDP.

1.10 This document identifies a range of infrastructure requirements that may arise through the delivery of the Local Plan, indicates the broad costs of projects where known and identifies delivery partners and sources of funding. The document closely balances the need to ensure that developments remain viable whilst providing infrastructure to support development, in line with paragraph 173 of the NPPF.

1.11 In addition to the NPPF, National Planning Policy Guidance (NPPG) states that “the Local Plan should make clear, for at least the first five years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development.” This IDP has identified the required infrastructure for the first five years of the plan along with some infrastructure further into the plan period. However, as this is a living document it will be updated on a regular basis.

1.12 The NPPG also states that “where the deliverability of critical infrastructure is uncertain then the plan should address the consequences of this, including possible contingency arrangements and alternative strategies.”

## Infrastructure and Infrastructure Providers

1.13 In the context of a Local Plan, the scope of the definition for infrastructure is wide-ranging and includes a broad range of physical and non-physical infrastructure to help support sustainable communities.

1.14 The types of infrastructure included are:

- Highway Network
- Public Transport Networks
- Public Rights of Way
  
- Utilities - including Electricity and Gas
- Health Care - including GPs, Dentists, and hospitals.

- Telecommunications and Digital Connections
- Emergency Services
  
- Primary and Secondary Schools
- Further and Higher Education
- Community and Village Halls
  
- Water Supply and Waste Water management
- Indoor and Outdoor Sports Facilities
- Public Open Space
- Cemeteries
- Other Green Infrastructure
  
- Flood Defences
- Waste Management facilities

1.15 There are a number of bodies responsible for Infrastructure provision in the borough including, but not limited to:

- Lancashire County Council
- Burnley Borough Council
- Highways England
- Network Rail
- Northern Rail
- Transdev
- Environment Agency
- United Utilities
- National Grid
- Electricity North West
- Telecommunication providers/BT
- NHS England
- East Lancashire Clinical Commissioning Group
- Lancashire Constabulary
- Lancashire Fire and Rescue Service
- North West Ambulance Service
- Royal Mail

1.16 Some services that are critical to supporting sustainable communities, such as local convenience shops and post offices are outside of the scope of this IDP. As commercial operations without statutory responsibilities it is not possible to plan for their provision, although their provision will influence the Local Plan Strategy.

1.17 The Infrastructure Delivery Schedule in Appendix 1 includes a list of specific projects and schemes that will be required to deliver the proposed growth and specific proposals in the Plan.

1.18 Where there are current known requirements for off-site infrastructure to support the specific proposals in the Plan these are identified in the IDP. Further infrastructure may be required over time or as the detail of schemes is developed, and for windfall development proposals, the infrastructure requirements and any contributions required will need to be assessed as schemes are

drawn up. Infrastructure can be provided directly by infrastructure providers, by developers, or planning contributions can be used to deliver or contribute to on or off-site new or improved infrastructure through Section 106 contributions and/or the Community Infrastructure Levy (CIL) should the Council introduce it.

## 2. Transport Infrastructure

### Local Transport Plan

2.1 Lancashire County Council is responsible for transport planning in Burnley. Lancashire County Council's Local Transport Plan 2011 to 2021 was adopted in May 2011 and sets out the County Council's strategic objectives on transport. Unlike previous iterations it did not include a detailed programme of projects due to uncertainties about funding at that time.

2.2 In 2013, Transport for Lancashire (TfL), was established and is the local transport body for the Lancashire Enterprise Partnership and is a joint partnership of the three upper tier transport authorities in Lancashire i.e. Lancashire County Council, Blackburn with Darwen and Blackpool Councils. TfL has announced a number of schemes to be delivered by 2024/25 using funding already secured from Government. This included £2.8m towards an estimated £3.2m total cost of vital maintenance to the Centenary Way viaduct which carries the A682 road through the centre of Burnley. This project was completed in 2016.

2.3 In 2014, Lancashire County Council produced and adopted the East Lancashire Highways and Transport Masterplan which set out a clear transport vision to provide the required infrastructure over the coming years.

2.4 The Masterplan is part of a suite of Transport Masterplans covering the County of Lancashire used by TfL to prioritise transport investment and access necessary funding.

2.5 The East Lancashire Highways & Transport Masterplan identified connectivity issues within and outside East Lancashire and made recommendations on how to address problems to support housing and economic growth, including:

- Improving rail connections between East Lancashire and the growth areas of Preston and Central Lancashire, Manchester and Leeds.
- Measures to reduce congestion and improve connectivity in the key M65 and M66 gateway corridors.
- Ensuring routes into key growth sites continue to function well and support future development.
- Ensuring that the needs of people who live in remote and rural locations to access work, education and health opportunities are met, making best use of funding likely to be available in future.
- Building an effective cycle network linking towns, employment sites and communities.
- Improving local links in the community so that everyone can get to the services and opportunities that they need, from education and employment to leisure and health.

### Strategic Road Network

2.6 The M65 provides a west to east link through Lancashire connecting Preston with Blackburn, Burnley and Colne to the east. The M65 is managed by Highways England as far as Junction 10. The

section from junction 10 to its eastern terminus at junction 14 is operated and maintained by Lancashire County Council. The M65 provides a strategic link between key Lancashire employment centres as well as linking with the M6 and M61 to the west. Burnley is served by junctions 8, 9, 10, and 11 of the M65 with junction 9 being an east only exit from the M65/west only entry onto the M65 and junction 11 being a west only exit from the M65/east only entry onto the M65.

2.7 The A56(T) situated on the western border of the borough runs north to south, connecting the M65 (J8) with the M66 and is the key transport route south to Greater Manchester and the M60/62.

2.8 The M65 Corridor Study (2010) commissioned by Highways England suggested that the inconsistent configuration of lanes on the M65 could potentially lead to congestion, and that between junctions 9-10 eastbound, the motorway will be approaching capacity in the morning and evening peaks throughout the assessment period to 2025.

2.9 The East Lancashire Transport Masterplan (2014) identified a number of constraints on the M65 and A56 (T) routes. A more detailed study of the M65 and adjoining local road network between Junction 8 and 14 – the Burnley-Pendle Growth Corridor Study (2015) - identified a series of improvements that would improve the strategic road network and support growth including:

- Improvements to the layout and signalling of the southern roundabout at Junction 10. This work was completed in 2015;
- Signalisation of the Junction 8, M65 roundabout.
- Re-alignment of the Eastern arm (A679/Bentley Wood Way) of the Southern Roundabout at J9

2.10 Funding has been secured from the Growth Deal (round 1) to implement the above schemes.

2.11 At the preferred option stage of the Burnley Local Plan, an updated a Highways Impact Assessment (HIA) was undertaken by Jacobs on behalf of Lancashire County Council and Burnley Borough Council, in consultation with Highways England, to assess the impact of the proposed new housing and employment developments identified in the Local Plan Preferred Option on both the strategic and local road network. The study assesses the impact of additional traffic at 11 key junctions, including a baseline year of 2017, a future year of 2021 to assess five year deliverability of the plan and the end of the plan period in 2032. The committed schemes outlined above were tested in the assessment.

2.12 The level of traffic growth resulting from the proposed development in the Local Plan is not fully mitigated by the committed improvement schemes currently outlined at 2.9 above. An addendum to the study identifies additional mitigation measures, developed by LCC and where relevant in consultation with HE, required to support the planned growth in over the Plan period. These schemes are included in the Infrastructure Development Scheme in Appendix 1.

## Local Road Network

2.13 The key roads within the local road network across the borough include the A646, A6114, A671, A6068, A682, A679 and the A678. These roads networks provide vital links across the borough to the strategic road network and key service areas, including the town centres of Burnley and Padiham and employment locations. The remaining network mainly consists of smaller A roads and B roads which primarily service residential areas. As with the strategic road network, the Burnley-

Pendle Growth Corridor identified a series of improvements that would improve the local road network and support future growth including:

- Improvements to the Rosegrove junction at Rossendale Road (A646) and Accrington Road (A679) consisting of the alteration of junction layout and signal technology upgrade to allow MOVA operated control.
- Improvements to Active Way (A679)/Bank Top including signal technology upgrade to allow MOVA operated control;
- Signalisation of junction of Westgate/Queens Lancashire Way
- Signalisation of Princess Way/Active Way Roundabout.

2.14 Funding has been secured from the Growth Deal (round 1) to implement the above schemes.

2.15 As stated in 2.11 above, an updated Highways Impact Assessment (HIA) has been undertaken to assess the impact of the proposed new housing and employment developments identified in the Local Plan Preferred Option on the local road network. As a result of the HIA the proposed scheme committed at Rosegrove has been re-designed including the widening of Accrington Road to facilitate a two-into lane travelling west towards the M65, to accommodate additional traffic.

2.16 The HIA also tested the capacity of three additional junctions, the A6068/A678, A56(T)/A679 and the A682/A646, that were not included in the earlier Burnley – Pendle Growth Corridor Study.

2.17 The highways authority was already aware of capacity constraints on the A6068/A678 junction. A mitigation scheme has been identified and tested, with the results showing sufficient capacity throughout the plan period. Funding has been secured from Growth Deal Round 3 to implement the scheme in 2018/19 and it is included in the IDS in Appendix 1.

2.18 The junction of the A682/A646 would be at capacity by 2021 without mitigation. Some minor mitigation measures have been identified to provide sufficient capacity in the early part of the plan period. The junction will reach capacity by the end of the plan period and further mitigation is not feasible. LCC will continue to monitor the situation over the plan period.

2.19 Following the Preferred Options consultation on the Local Plan with the Local Highway Authority (Lancashire County Council), it was identified that across the plan period, residential development in Brownside and Worsthorne may create capacity issues at the Pike Hill roundabout on Brownside Road/Brunshaw Road. To rectify any capacity issues it was recommended by Lancashire County Council that a signalised junction to alleviate this capacity issue would be required over the Plan period which has been identified in the Infrastructure Delivery Schedule in Appendix 1.

## Rail Network

2.20 The Borough is served by an East – West rail line from Leeds and York in the East, to Preston and Blackpool and in the West - known as the Calder Valley line. In addition, the line splits just west of Burnley Town Centre at Gannow with a spur accessible for services from the west running through to Nelson and Colne.

2.21 The recently re-instated Todmorden Curve on the Calder Valley line provides a new connection south west to Manchester Victoria via Todmorden.



2.22 The Borough has five railway stations, the main station being Burnley Manchester Road. From Manchester Road Station there is an hourly service to Blackburn, Preston and Blackpool in the west and to Bradford, Leeds and York in the east. Since May 2015, there has been a new hourly service to Manchester Victoria.

2.23 Other stations in the borough include Hapton, Rose Grove, Burnley Barracks and Burnley Central which also have an hourly service to Blackburn, Preston and Blackpool North in the west and Nelson and Colne to the East. This is a slower “all stations” service.

2.24 Manchester Road Station has recently undergone a £2.5 million redevelopment, with a new passenger waiting room, ticket office, significantly increased car parking and secure cycle parking and real time passenger information. Rose Grove Station has also benefitted from a more modest £150,000 investment, secured via the Growth Deal (round 1) with a new waiting shelter and seating, a Customer Information Screen (CIS) showing 'real-time' train times, a ticket vending machine (TVM), and improved signage and information. Security has also been boosted with CCTV cameras, a passenger-operated help point, and the removal of a number of large trees on the platform to create a more open environment. These works were completed in 2015.

2.25 Rail patronage across the borough has increased by 32% between 2012/13 - 2015/16. This increase has been attributed to the Burnley Manchester Road station whose recorded passenger entries and exits went from 247,488 in 2012/13 to 393,304 in 2015/16, and Rosegrove station whose recorded passenger entries and exits went from 42,078 in 2012/13 to 57,258 in 2015/16. <sup>1</sup>This increase in recorded passenger entries and exits coincides with the reopening of the Todmorden Curve, providing a direct rail link to Manchester.

2.26 The business case for the Todmorden Curve identified that future passenger growth would be constrained by car parking capacity at Burnley Manchester Road Station. A scheme is planned to re-locate the Ambulance Station from an adjoining site to create an additional 60 car parking spaces at the station with funding secured through Growth Deal 1. Despite significant improvements to the service and the station, the platforms at the station are in a poor state of repair and the access from the station building and car park to the west bound platform is convoluted. We will continue to work with the rail industry to secure funding for new platforms and a DDA compliant link between the two platforms.

2.27 The current railway operator of the lines in Burnley is Arriva North West, under the previous name of Northern Rail. The rail services can suffer from slow line speeds and poor quality rolling stock, although this should improve by 2021 when all Pacer Units will be replaced and refurbished trains will operate on the network. The Lancashire Transport Prospectus produced by TfL (2016) has noted and welcomed the inclusion of the Calder Valley line as a Tier One scheme in the report of the North of England Electrification Task Force. The Task Force report recommends the electrification of the line in Control Period 6 (2019 to 2024).

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<sup>1</sup> Railway Station Usage, Lancashire Insight

<http://dashboards.instantatlas.com/viewer/report?appid=0d9a75e976f944a98f8af1669b8f8cc4>

## Bus Infrastructure

2.28 Burnley is served by a range of commercial and part subsidised local and inter-urban bus services which are run by a number of operators, the largest of which operating in the borough is Transdev. The local bus network connects residential areas and villages with Burnley town centre and further afield via Burnley Bus Station which was completely rebuilt in 2004. Inter-urban services connect with Padiham, Accrington, Nelson, Colne, Skipton, Blackburn, Clitheroe, Rawtenstall and Manchester.

2.29 A number of services, particularly those connecting to outlying villages, are subsidised and it must be noted that during the lifetime of the plan funding from Lancashire County Council to some routes across the county may be reduced, impacting on the number or frequency of bus services operating within the borough. It must also be borne in mind that with any new housing and employment development, new routes or increased frequencies of services may open due to improved patronage opportunities.

2.30 Where future public transport improvements are identified to support the development of particular sites, contributions from a developer to assist in the provision may be required in accordance with Policy IC4: Infrastructure and Planning Contributions, of the Local Plan..

## Walking and Cycling

2.31 According to the 2011 Census, 32% of the borough's households do not own a car, the highest rate in Lancashire when compared to the Lancashire average of 23%. However, travel by car is still the predominant mode of transport to get to work (39%). Only 0.4% of people travel to work by train and only 5.1% by bus. 7.3% travel to work on foot and 0.6% by bicycle.

2.32 Burnley is notable for the high proportion of works trips of less than 5km (47%). 21% of these journeys are made on foot and 1.6% by bicycle. There is potential to increase the number of these journeys made by cycling and walking by providing safe and convenient routes.

2.33 There are 400 miles of public rights of way (pedestrian only) across the borough and 24.75 miles of bridleway open to pedestrians, cyclists and horse riders. There are a further 13 miles of concessionary routes. Concessionary routes or permissive routes are not public rights of way. They are routes (which could be for walkers, riders, cyclists, or any combination) whose use by the public is allowed by the landowner, but over which there is no right of access and they are not covered by rights of way legislation. Such routes, along with existing road pavements and routes such as the Padiham Greenway and Leeds-Liverpool Canal towpath help to promote walking and cycling within the urban area and provide people with access to the open countryside close to where they live.

2.34 The Leeds-Liverpool Canal is a key tourist asset whose towpath forms part of National Cycle Routes NCN 68 and 604 through the borough. Recent years have seen the development of a number of other 'greenways' suitable for walkers, cyclists and horse-riders, along the banks of the Calder, Brun and Sweet Clough rivers and the former Padiham rail line, the Padiham Greenway. The establishment of the Brun Valley Forest Park on reclaimed land within Burnley's urban area with an extended network of recreational routes has further improved links between town and countryside.

2.35 In the rural area, the South Pennine Moors to the east of the borough includes the Pennine Bridleway National Trail. Other long distance paths including the Bronte Way and the Burnley Way offer riders and walkers clearly signed routes through the countryside immediately surrounding the

town. The network connects to other trails outside Burnley, including the Calderdale, Todmorden Centenary, Pendle and Rossendale Ways and the Irwell Sculpture Trail.

2.36 Projects providing improvements to walking and cycling routes in the borough that have been completed since 2012 include:

- Centenary Way canal embankment consisting of upgrades, resurfacing, kerbing, hand railing to 2No. existing paths;
- River Drive/Lune Street - Ramp path works, hand railing;
- Padiham Greenway Simonstone Link - Bitmac path within verges from A6068 to Simonstone Business Park;
- Shuttleworth Mead link from Padiham Greenway - Direct link to industrial estate road.

2.37 In addition to this, the Growth Deal 3 bid submitted to Government requested funding of £2 million from the Department for Transport Access Fund to extend the East Lancashire Strategic Cycle Network.

2.38 A number of Local Plan site allocations identify opportunities to increase walking and cycling, including the provision of new routes. These are identified in the Infrastructure Delivery Schedule.

### 3. Education Provision

#### The Local Education Authority

3.1 Lancashire County Council is the Local Education Authority (LEA) responsible for the provision of primary and secondary school places in the borough. The County Council has a duty under section 14 of the Education Act 1996 to ensure that every child living in Lancashire is able to access a mainstream school place in Lancashire. Some children have Special Educational Needs for which they may access school provision outside of Lancashire.

3.2 Lancashire County Council work on the basis that pupils are able to access places within two miles for primary schools and three miles for secondary schools.

3.3 Schools' net capacities are derived from the number, size and use of teaching areas. The Department for Education's methodology is used to calculate a range of workplaces in a school and also indicates an appropriate admission number for a school whilst providing the authority with a measure against which to assess surplus places and overcrowding.

3.4 The County Council receives some funding for additional school places from the Department for Education (DfE), based on data on school capacity levels and future demand.

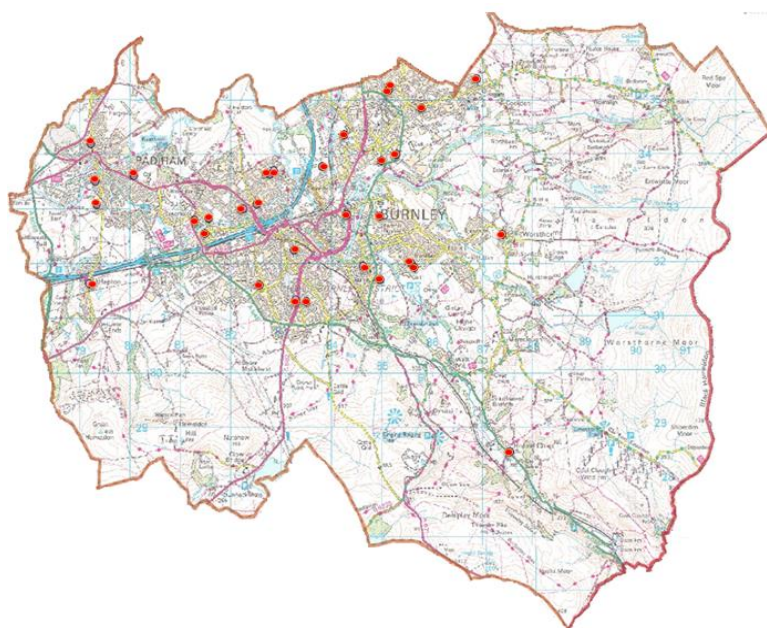
3.5 The County Council has a non-statutory Education Contribution policy document where it sets out its policy to seek developer contributions from new housing schemes where the need for additional capacity arises directly from a new development.

3.6 Recent education reforms have enabled Free Schools and Academies which are outside of the Local Education Authorities (LEA) control to be established.

3.7 Burnley also contains a number of further and higher education establishments including 6<sup>th</sup> form colleges associated with schools, Burnley College and UCLan.

## Primary Education

3.8 The Burnley borough currently has 30 primary schools, providing 1,183 places with the historical average take-up of these places being 90%<sup>2</sup>



Map 1: Primary school locations across the borough

3.9 Since 2011, permanent additional primary school places have been commissioned in Padiham and a school extension was granted planning permission at Padiham St Leonards in 2013.

3.10 Following consultation on the Local Plan Preferred Options, the LEA determined that the potential housing sites identified, (based on a worst case scenario) could bring forward the need for 3½ additional primary forms of entry and approximately 376 secondary school places over the plan period (up to 2032). Further discussions have been held with the LEA in relation to additional school places and additional schools and the LEA preference is for the expansion of existing schools as at the current time the LEA are not actively looking for additional primary school sites. In terms of the locations of schools, Burnley is split into three areas for school place planning, Burnley, Padiham and Burnley Rural, therefore, if an expansion was required it would be reviewed over the whole of the respective area.

3.11 Following Local Plan Preferred Option consultation, further discussion took place with the LEA specifically relating to Worsthorne Primary School. This is a popular village school with children attending the school from outside the village. The current LEA school place forecast displays that there is capacity at the school over the next 5 years that may accommodate children from future Local Plan developments coming forward, in particular those from the developments close the school.

3.12 However, in Worsthorne, the physical expansion of the school would be restricted by section 77<sup>3</sup> of the School Standards and Framework Act 1998, and there may be a need to look towards the

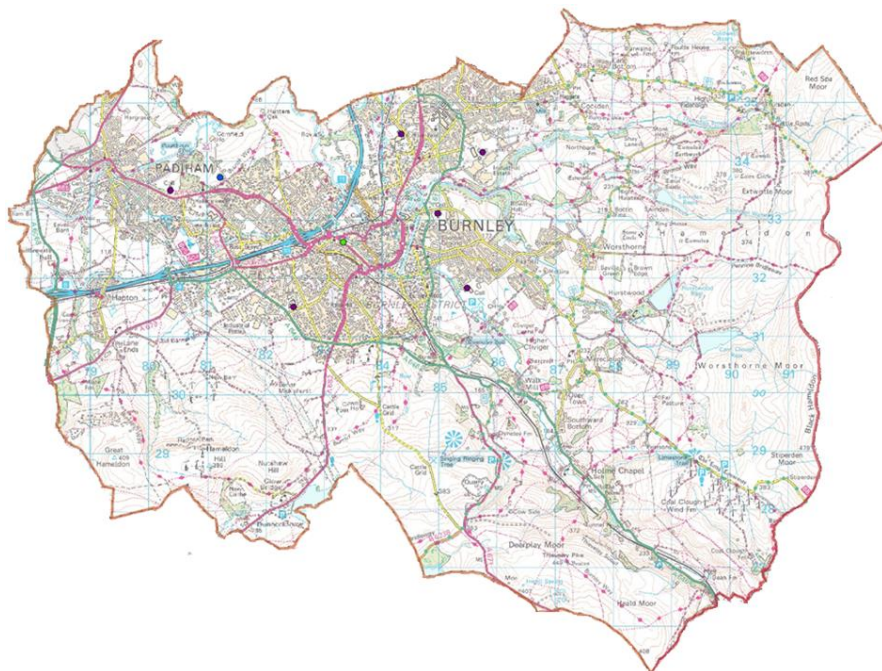
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<sup>2</sup> Strategy for the Provision of School Places and Schools' Capital Investment 2015/16 to 2017/18

use of additional land to replace any outside area used to expand the school building. The LEA School Planning team would need to undertake a further review of the site and consult with the school.

## Secondary Education

3.13 There are five secondary schools in LEA control in the Borough, providing 5,195 places.



Map 2: Secondary school locations across the borough

3.14 All schools occupy state of the art modern buildings completed under the Schools for the Future Initiative. In addition, a recently completed Free School – Burnley High School– located between Padiham and Burnley will provide an additional 650 places when open.

3.15 At the time of the Local Plan Issues & Options consultation the LEA stated in its consultation response that “there is currently a surplus of secondary (21%) school places in Burnley. The level of surplus is deemed to be sufficient overall to meet the needs of the area for the next 5 years”. However, at the Local Plan Preferred Options consultation the LEA identified that the proposed housing sites could bring a need for 376 secondary school places over the plan period (up to 2032), meaning a potential requirement for an additional secondary school site. As with primary schools, this too was based on a worse case scenario. In further discussions with the LEA, the LEA have stated that the strategy would be to look to the expansion of existing schools rather than commissioning a new school.

3.16 In terms of further/higher education, since the preferred options consultation, Burnley College have indicated that due to potential changes in the further education sector in relation to college mergers, additional land may be necessary to facilitate further D1 uses adjacent to the college on Princess Way. This has been addressed within the Local Plan site allocation policy.

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<sup>3</sup> General Consents: Section 77 School Standards and Framework Act 1998

## 4. Utilities

### Water and sewerage

4.1 Access to clean water and the disposal of surface and foul water is an essential consideration when identifying new sites for development, including the consideration of water pressure and the capacity of sewerage systems. Within Burnley, United Utilities (UU) is responsible for managing water supply and the sewerage system.

4.2 United Utilities' Water Resources Management Plan (WRMP)<sup>15</sup> describes in detail the company's assessment of the available water supplies and the demand for water by customers over the period between 2015 and 2040. The plan also sets out the proposed strategy for water resources and demand management to ensure that there are adequate water supplies to serve customers. The supply area is divided up into four resource zones and Burnley Borough lies within the 'Integrated Resource Zone'. No deficit of supply is forecast in that zone and the overall conclusion in the WRMP is that water supply reliability will continue to be achieved across the region up to 2040. Water treatment in Burnley Borough is also carried out by United Utilities, through sewage treatment works (STWs) whose discharge points, volume and quality is licensed to strict limits by the Environment Agency. The Environment Agency measures the performance of all the water companies in England annually and the July 2015 Report<sup>17</sup> found United Utilities to have met 98.3% of its discharge standards. The United Utilities website states that it has plans in place to improve this performance, including upgrades to STWs. Therefore, it is likely that STW capacity serving Burnley Borough will be sufficient to meet the population growth anticipated in Burnley, and should not increase water pollution in receiving waters. For water supply, a developer is currently required to pay for the increased network capacity required by their development (apart from in relation to treatment works). For wastewater, the cost of increasing capacity in infrastructure is borne by United Utilities.

4.3 United Utilities prepares five year investment plans which identify funding requirements. This is submitted to OFWAT who approve price limits for customers for the five year period. The investment period is known as an AMP.

4.4 The current AMP6 runs from 2015-2020, therefore, over the plan period up to 2032, the sites from Burnley's Local Plan will feed into future investment periods and any improvements required to the water supply and sewerage systems due to developments will need to be factored in. UU are unable to build infrastructure speculatively and must have a degree of certainty before incurring expenditure.

4.5 Following discussions with United Utilities at the Issues & Options stage of Local Plan, it was identified that there may be potential issues with water pressure and sewer capacity in terms of surface water and foul drainage in some locations. This information is included in the relevant site allocations within the Proposed Submission Local Plan, including:

- HS1/5 – Former Baxi Site – Surface water is currently pumped to a local river. No wastewater issues are expected as long as this arrangement is maintained;
- HS1/9 – Red Lees Road, Cliviger – Surface water should be removed to a local watercourse if possible as there are no local surface water sewers to connect the development to;
- HS1/31 – Land adjacent 250 Brownside Road – Foul drainage will require a connection to the main sewer.

4.6 Following consultation on the Local Plan Preferred Options, United Utilities did not raise any fundamental issues relating to the impact of any development on their assets, instead they asked for future developer(s) to contact United Utilities as early as possible to discuss water and wastewater infrastructure requirements for specific sites, to ensure that the delivery of development can be co-ordinated with the delivery of infrastructure.

## Electricity

4.7 National Grid owns and operates the high voltage National Transmission network throughout Britain and Electricity North West owns, operates and maintains the North West's electricity distribution network, connecting properties to the National Grid. National Grid has one high voltage overhead line within the borough which forms an essential part of the electricity transmission network.

Line Ref.	Description
4ZP Route	400Kv two circuit route from Padiham substation in Burnley to Monk Fryston substation in Selby

4.8 National Grid's electricity assets comprise 7,200km of overhead lines, approximately 690km of underground cable and 337 substations at 241 sites.

4.9 Under the Electricity Act (1989), National Grid has a statutory duty to develop and maintain an efficient, co-ordinated and economical transmission system to facilitate competition in the supply and generation of electricity.

4.10 Map 3 below identifies the location of high voltage overhead line within the borough.





Table 1: Electricity North West, 2013

Substation Name	Firm Capacity Of Substation (Mva)	Measured Maximum Demand For 2012/13 (Mva)	Measured Maximum Demand As A Percentage Of Firm Capacity
Burnley North Primary Substation	9.0	6.8	76%
Church Primary Substation	9.0	8.7	97%
Burnley Centre Primary Substation	18.3	13.3	73%
Great Harwood Primary Substation	13.7	10.4	76%
Cog Lane Primary Substation	30.3	20.9	69%
Hyndburn Rd Primary Substation	14.7	12.0	82%
Blackburn Rd Clayton Primary Substation	15.0	10.6	71%
Athletic St Primary Substation	17.5	10.5	60%
Burnley Primary Substation	22.9	11.4	50%
Burnley Bulk Supply Point	117.0	49.2	42%
Kay St Primary Substation	22.9	9.3	41%
Heasandford Primary Substation	18.3	9.8	54%

## Gas

4.13 National Grid own and operate the gas transmission system and it comprises of approximately 7,600km of high pressure pipes and 26 compressor stations, connecting to 8 distribution networks and to third party independent systems for onward transportation and 82,000 miles of gas distribution pipelines. National Grid has a duty to develop and maintain an efficient co-ordinated and economical system for the transmission of gas.

4.14 National Grid have a high number of gas distribution apparatus within the borough including:

- Low Pressure (LP) and Medium Pressure (MP) (below 2 bar) gas pipes and associated equipment;
- Three High Pressure (HP) (above 2 bar) gas pipelines and associated equipment as listed below:

Pipe Pressure	Description
HP	1078 Altham-Burnley
HP	1457 – Burnley 7 BAR
HP	1102 Rodger Hey - Burnley

4.15 National Grid was consulted as part of the Local Plan at all stages of the development of the Local Plan and did not raise any issues in relation to their network and the development proposals contained within the Local Plan. However, between the Issues and Options Additional sites and Preferred Options, email correspondence with National Grid took place which identified the electricity and gas apparatus stated above.

4.16 Since the preferred options consultation, National Grid have removed the disused gas holder at Oswald Street, Burnley. The gas holder had not been used since 2006 and was no longer needed for the storage of gas. The site has been identified for re-development in the Local Plan.

## Digital Connectivity

4.17 Access to fast broadband speeds with fast download and upload capability is increasingly driving the location choices of both businesses and homebuyers.

4.18 Following both public and private sector investment in the network by BT in partnership with Lancashire County Council, the broadband network has been significantly enhanced with 97.8% of premises in Burnley able to access Super-Fast Broad Band (Fibre to the Cabinet) with download speeds in excess of 30Mbps. As a result of an extensive cable network, 83.95% of premises can access Ultra-Fast Broadband, i.e. >100Mbps.<sup>4</sup>

4.19 Currently, Openreach will deploy Fibre to the Premises (FTTP) free of charge into all new housing developments of 30 or more homes registered from November 2016.<sup>5</sup> This will deliver download speeds of up to 300Mbps.

## 5. Flood Risk Management

5.1 Burnley falls largely within the River Ribble catchment which drains an area of 1,490km<sup>2</sup> in North Yorkshire/Lancashire and covers a distance of around 110km from its source in the Yorkshire Dales to its mouth at the Ribble estuary west of Preston.

5.2 'Main Rivers' within the borough include the Calder, Brun, Don, Pendle Water and Green Brook. The Environment Agency under its permissive powers carries out maintenance, improvement or construction work on Main Rivers to manage flood risk given available resources and government priorities. Smaller 'ordinary watercourses' (OW) are within the remit of Lancashire County Council as Lead Local Flood Authority which has powers to administer consents for private changes to these watercourses.

5.3 Flood risk management within the borough is provided predominantly in the form of river walls, some of which are walls of historical mill buildings, raised defences and natural floodplain storage. Historically, the provision of flood defences has been reactive in response to damage sustained and as such the level of protection they provide varies. The area now has a legacy of dependency on these defences, particularly on parts of the Calder in Padiham. In Burnley retaining walls, weirs and culverts constrain parts of the River Calder at old mill sites.

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<sup>4</sup> Thinkbroadband.com

<sup>5</sup> <https://www.ournetwork.openreach.co.uk/property-development.aspx>

5.4 In Burnley, the areas at risk from flooding as identified on the Environment Agency Flood Plain Zone Maps follow the routes of the Borough's main rivers and their tributaries:

- River Calder
- Green Brook
- Pendle Water
- River Brun

5.5 The areas at most risk from flooding are in either Zone 2 or Zone 3 of the Environment Agency's Flood Plain Zone Maps. Land in Zone 2 has a low to medium risk of flooding (0.1 – 1.0%) and land in Zone 3 has high risk of flooding (1.0% or greater). National policy states that *"inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere"*<sup>38</sup>.

5.6 The Environment Agency's Ribble Catchment Flood Management Plan (CFMP)<sup>39</sup> attributes the high flood risk within Burnley to heavy culverting of watercourses, and the opening up of culverts is a proposed action within the CFMP to manage and alleviate flood risk. The Burnley Nelson and Colne Flood Risk Management Strategy also identifies culverted watercourses as a flood risk issue and proposes regular maintenance and repairs.

## Environment Agency

5.7 Flood defences situated on Main Rivers are maintained by the EA where they provide a benefit to properties. Ultimately it is the riparian landowners' responsibility to maintain watercourses, although the Environment Agency may carry out maintenance under its permissive powers if a watercourse posed a significant risk of flooding to properties.

5.8 The Council's Strategic Flood Risk Assessment Level 1 (2017) includes mapping of all EA flood defences in the borough.

5.9 There is a concentration of privately owned defences in Burnley which are not included in the Environment Agency's repairs and maintenance programmes. Many of the mills which they protect are vacant. A number of short walls exist at the confluence of the Calder and the Brun and downstream of Fulfilledge. Approximately 50% of defences are privately owned and are in poor and very poor condition with a 1 in 40 years standard of protection (overall condition grading of 3 & 4, worst condition grading of 5). This is a cause for concern and the defences will require structural work in the near future. (EA, Ribble Catchment Flood Management Plan p95).

5.10 As well as the ownership and maintenance of a network of formal defence structures, the EA carries out a number of other flood risk management activities that help to reduce the probability of flooding, whilst also addressing the consequences of flooding. These include:

- Maintaining and improving existing flood defences, structures and Main Rivers
- Enforcement and maintenance where riparian owners unknowingly carry out work that may be detrimental to flood risk.

- Identifying and promoting new flood alleviation schemes where appropriate.
- Working with local authorities to influence the location, layout and design of new and redeveloped property and ensuring that only appropriate development is permitted relative to the scale of flood risk.

### Fulledge Flood Storage Scheme

5.11 In August 2012 planning permission was granted for an Environment Agency scheme to provide flood protection to 150-200 residents in the Fulledge area of Burnley at risk of 1 in 100 year (1%) flood event. The scheme involved the construction of an embankment along the edge of Fulledge Recreation Ground and also changes to existing flood storage arrangements at Unity College within Towneley Park.

### Padiham Flood Risk Alleviation Scheme

5.12 There is a history of flood events in Padiham. These include 1866, 1928, 1964, 2000, 2008 and most recently in December 2015 when 147 properties were flooded including residential and commercial properties as well as critical infrastructure such as the fire station, medical centre and a hospice. Preliminary reports indicate that the primary cause of flooding was the River Calder which overtopped its banks, however, some properties were also affected by Green Brook.

5.13 A Padiham Flood Defence scheme is a high priority. In 2015 the EA completed an Initial Assessment Report on the River Calder at Padiham to assess the costs, benefits and partnership funding requirements of a fluvial flood alleviation scheme for Padiham. The study has assessed a number of options. The preferred option is for Raised Defences including raising existing flood walls and an embankment on land to the East of the former Baxi site. This scheme is identified in the IDS, Appendix 1 with funding secured through Growth Deal 3 and EA Grant in Aid currently being pursued.

### Lead Local Flood Authority (LLFA) Assets

5.14 Lancashire County Council as LLFA owns and maintain a number of assets throughout the Borough which includes culverts, bridge structures, gullies, weirs and trash screens. The majority of these assets lie along ordinary watercourses within smaller urban areas where watercourses may have been culverted or diverted, or within rural areas. All these assets can have flood risk management functions as well as an effect on flood risk if they become blocked or fail. In the majority of cases responsibility lies with the riparian/land owner.

5.15 As part of its Flood and Water Management Act (FWMA) duties, the LLFA has a duty to maintain a register of structures or features, which are considered to have a significant effect on flood risk, including details on ownership and condition as a minimum. The Asset Register should include those features relevant to flood risk management function including feature type, description of principal materials, location, measurements (height, length, width, diameter) and condition grade. The Act places no duty on the LLFA to maintain any third party features, only those for which the authority has responsibility as land/asset owner. Lancashire's Flood Risk Asset Register including those within Burnley can be viewed at:  
<http://www.lancashire.gov.uk/media/900475/flod-risk-asset-register.pdf>

5.16 Policies in the Local Plan will ensure that adequate mitigation measures are put in place to minimize the risk from flooding. In accordance with national policy, Local Plan policies will ensure

that developments consider, and where ever possible implement, options for the management of surface water at source.

5.17 The location, condition and design standard of existing assets will have a significant impact on actual flood risk mechanisms, whilst future schemes in high flood risk areas carry the possibility of reducing the probability of flood events and reducing the overall level of risk. Both existing assets and future schemes will have a further impact on the type, form and location of new development or regeneration.

## 6. Waste Management

6.1 Lancashire County Council has prepared a Joint Minerals and Waste Core Strategy which was adopted in February 2009 and the Joint Minerals and Waste Site Allocations and Development Management Policies DPD, adopted in September 2013. This confirms that Burnley will be net self-sufficient in waste management capacity by 2021 by promoting waste minimisation, maximising recycling, re-use and composting. Provision for waste management facilities for the period up to 2020 are also identified, specifically at Heasandford Industrial Estate in Burnley.

6.2 The Council has recently entered into a new waste contract with Urbaser for waste collection and recycling services. Any additional capacity requirements will be accommodated within this contract.

## 7. Open space, Green Infrastructure and Cultural Facilities

7.1 Burnley's green infrastructure (GI) is the network of green spaces, both urban and rural, natural elements and pathways that intersperse towns and villages. As a network it includes parks, open spaces, playing fields, woodlands, but also street trees, allotments and private gardens. It also includes Burnley's rivers and streams, the Leeds and Liverpool Canal and other water bodies (blue infrastructure). GI makes a vital contribution to health and well-being. Burnley's GI is recognised as a significant asset, providing a range of functions that support broader economic, social and environmental objectives.

7.2 In 2013, Burnley Council commissioned TEP to produce a Green Infrastructure Strategy for the borough which identifies the opportunities for planning and implementing GI in the Borough, where investment in GI will support the growth of Burnley and deliver the widest public benefits, environmental improvements and the enhancement of the Borough's economy.

7.3 The borough has a range of high quality and accessible parks and open spaces that effectively bring the countryside into the urban area, but this masks the situation in some of the borough's urban neighbourhoods where open space provision falls short of standards set in the Council's Green Spaces Strategy 2015-2025.

### Green Spaces Strategy

7.4 Burnley Borough Council has developed a Greenspaces Strategy which identifies the differing types of greenspaces across the borough and where and what type of deficiencies exist. Some of Burnley's urban neighbourhoods are lacking in recreational open space and play provision compared to local standards set in the strategy.

7.5 In terms of the typology of **Parks and Gardens** there is overall provision 1.08 hectares of parks per 1,000 population across the borough. However, there is variation in the quantity of provision between different localities within the borough.

- North Burnley is the district with a significant shortfall in provision of parks (-2.5 Hectares). However, this district has a corresponding surplus of amenity green space and the shortfall could be addressed by improving the quality of provision at Briercliffe Recreation Ground, Kibble Bank and Rakehead Recreation Ground as resources permit.
- The shortfall in Cliviger is compensated for by proximity to Towneley Park. Improving access from Park Road Cliviger to Towneley Park would be beneficial as there is no scope to improve provision elsewhere in Cliviger.
- In West Burnley a small shortfall in quantity of parks provision could be addressed by continuing to improve the quality of provision in Ightenhill Park and also improving Calder Park.
- In South Burnley, the shortfall of 0.21 Ha should be addressed by designating Hargher Clough Recreation Ground as the neighbourhood park following completion of the programme of improvements that are currently underway.

7.6 In terms of the typology of **Natural and Semi-natural Open** spaces, there is 3.02 hectares of semi-natural open space per 1,000 population; however, the distribution of natural & semi-natural open space is uneven across the borough, with the most significant deficiencies in West Burnley and South West Burnley.

7.7 In West Burnley the deficiency is partially offset by good access to open countryside and Gawthorpe Hall and could also be addressed by managing areas of surplus amenity green space (not required for active recreation) as meadows and improving and promoting access to existing greenways, including the Leeds-Liverpool Canal and the Sweetclough Greenway.

7.8 In South Burnley the shortfall could also be addressed and by managing areas of surplus amenity green space (not required for active recreation) as meadows and also by managing housing and industrial clearance sites as Natural and Semi-natural open space and by promoting access via the Leeds-Liverpool canal.

7.9 In terms of the typology **Amenity Green Space**, there is a significant deficiency in just one district, West Burnley of -2.39 Ha. Within West Burnley, the deficiency in Lowerhouse is offset by access to Natural & Semi Natural open space and in Gannow is partly offset by Sycamore playing fields and can be further reduced through access to the Life Church playing fields. In Rosegrove, the shortfall should be offset by further improvements to the quality of Owen Street.

7.10 In terms of the typology of **Provision for Children and Young People**, there is a significant shortfall in provision compared against the local standard. To try and improve the provision the Green Spaces Strategy identified a number of measures, including:

- Address the absence of play provision in Brownside, Red Lees and Rowley residential areas by developing a new play area at Rowley as part of the Brun Valley Forest Park development, subject to funding;
- If resources allow, improve provision on the following play areas: Calder Park, Barclay Hills, Thornber Gardens, Kibble Bank, Stoneyholme;

- Improve the existing greenway access from Lower Manor residential area to the Barden Gardens play area;
- Prioritise replacement of play equipment on playgrounds that are well located, for example near schools & community facilities and accessible on the greenway network.

7.11 In terms of the typology of **Allotments**, an Allotment Strategy has been produced by the Council which identifies a waiting list for allotment sites from residents. In order to increase the supply of sites, the Strategy proposes to split existing vacant or neglected plots and creating new plots on new sites.

7.12 Greenways, which the Green Spaces Strategy define as towpaths, cycle ways, rights of way and disused railway lines used for recreation or travel, can be particularly important in providing links between residential areas and green spaces. For example, the Padiham Greenway has created easy access to Memorial Park for the residents living in the terraced streets of east Padiham where there is little green space. Within existing and new residential areas, features such as street tree planting and grass verges, traffic calming and cycle lanes, create routes that encourage walking and cycling and provide important links to the greenway network. Policy NE2 of the Local Plan includes a policy on Protected Open Space which identifies a number of green spaces for permanent protection in situ. Further such spaces may be identified by local communities as Local Green Space in neighbourhood plans.

7.13 Policy HS4 of the emerging Local Plan sets the requirements for open space provision for new housing, which may be on or off site or require development contributions towards the creation of new or upgrading of existing open spaces in accordance with Policy IC4.

### Playing Pitches

7.14 The Council has jointly commissioned a Playing Pitch Strategy together with Pendle and Rossendale Borough Councils to provide a strategic framework for the provision, management and development of playing pitches and ancillary facilities between 2016 and 2026.

7.15 There is currently no shortfall in any pitches across the borough, however by 2026, it is envisaged that there will be a shortfall of pitches for football matches. To meet this demand, an additional 3G pitch is proposed at the Prairie Sports Village within the first five years of the plan.

### Cemeteries and Crematoria

7.16 There are currently two churchyards where burials still take place (St Leonards, Padiham and Worsthorne) and 6 closed churchyards in Burnley.

7.17 Two municipal cemeteries, St John's Padiham and Burnley Cemetery undertake approximately 230 burials per year. Both cemeteries are nearing capacity and additional land for the future expansion of these cemeteries has been identified and included within the Local Plan. It is anticipated that the Burnley Cemetery extension will be developed within the first five years of the Local Plan (2016-2021).

## 8. Culture, Leisure and Sports Facilities

8.1 The Council produced an Indoor Sports Facilities Review in 2015 which assessed the current provision of formal indoor sports facilities including:

- Sports Halls
- Swimming Pools
- Health & Fitness Suites
- Ice Rinks
- Indoor Bowls
- Indoor Tennis Centres
- Squash Courts
- Village Halls

8.2 The review used the Local Sport Profile which is a profile of up-to-date data for a local area which is updated by Sport England annually and covers sports participation, facilities, health, economics and demographics.

8.3 In addition, Sport England's Sports Facilities Calculator (SFC) was used to assess the likely demand for facilities. The SFC is a planning tool which helps to estimate the demand for key community sports facilities that is created by a given population.

8.4 The review found that there was no requirement for additional facilities at the present time; however, it may be necessary to support or upgrade existing facilities during the plan period. As a result the Infrastructure and Planning Contributions policy (IC4) within the preferred options identifies that the Council may seek planning contributions for a number of matters, including sport, leisure, recreational and cultural facilities where development creates a requirement for additional or improved services and infrastructure and/or to address the off-site impact of development.

8.5 Cultural infrastructure has been identified as a type of Social and Community Infrastructure in the Local Plan. For the purposes of the Local Plan, social and community uses are defined as public, private or community facilities including: community/meeting halls and rooms; health facilities; libraries; places of worship; bespoke premises for the voluntary sector; schools and other educational establishments; theatres, art galleries, museums, sport and leisure facilities; parks and other publicly accessible open spaces, public houses, cemeteries and youth facilities.

8.6 Where new Social and Community infrastructure is known to be required and there is sufficient certainty that it can be delivered over the plan period, sites are allocated so as to safeguard them for its provision. There are no proposals for an increase in the amount of cultural facilities within the Local Plan.

8.7 Policy IC5 requires that if any new social and community infrastructure is required to support new development, this will need to be provided by the developer, or planning contributions will be sought under Policy IC4 towards its provision.

## 9. Emergency Services

9.1 Policing within the borough is provided by Lancashire Constabulary, with Burnley located within the East Division. There is currently one Police Station in the borough, in Burnley town centre. Funding for local policing is agreed through a number of means but is mainly through central Government funding and through local Council Tax Precepts.



9.2 Housing and employment growth can have an impact on how the services are planned and delivered and Lancashire Constabulary and/or the Police and Crime Commissioners for Lancashire and West Yorkshire were consulted at Issues and Options and Preferred Options stages to which no comments were submitted into the Local Plan process.

9.3 The Lancashire Combined Fire Authority is made up of elected councillors drawn from Lancashire County Council, Blackburn with Darwen and Blackpool Councils, and is responsible for providing a fire and rescue service in Lancashire, including fire safety enforcement, emergency planning and ensuring that the work of the fire and rescue service is efficient, effective and provides value for money. Lancashire Fire and Rescue Service is the service provider on behalf of the Lancashire Combined Fire Authority and Burnley is currently located in its Pennine region. There are currently two fire stations within the borough, at Station Road in Padiham, which is a retained fire station (firefighters not on site 24 hours a day) and at a purpose-built community fire station at Belvedere Road in Burnley which houses two whole-time fire engines and an Incident Response unit. The facility at Belvedere Road was built in 2013 and includes a training centre which can be used by community groups. The fire service was consulted on the Local Plan and no response was received.

9.4 The North West Ambulance Service (NWAS) provides 999 Paramedic Emergency Service, Urgent Care, Patient Transport Service (Cheshire, Merseyside, Cumbria, and Lancashire) and Major Incident Management across the North West. Within Burnley there is currently one ambulance station located just off Trafalgar St, close to Burnley town centre. Plans have been agreed for the Ambulance Station to move to a new site adjacent to Burnley Hospital, from where it can deliver a wider range of NWAS services and benefit from closer working with the hospital. The site on Trafalgar Street is earmarked for additional car parking for Manchester Road Station.

## 10. Health provision

10.1 In April 2013, NHS England Area Teams took over responsibility for the commissioning of Primary Care services, including GP Services. The Borough falls within the NHS England Lancashire Area Team.

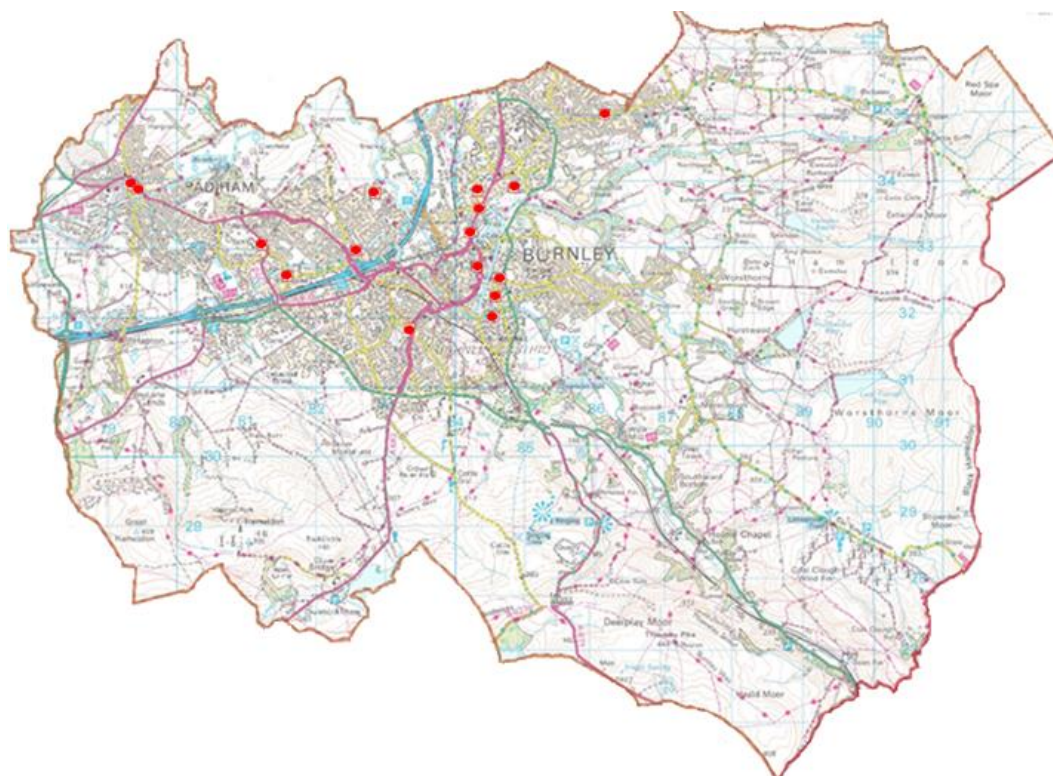
10.2 As part of the NHS reforms, Clinical Commissioning Groups (CCGs) were formed, Burnley falls within the East Lancashire CCG who commission local health services for Burnley, Hyndburn, Pendle, Ribble Valley (excluding Longridge) and Rossendale. CCG's are responsible for commissioning planned hospital care, rehabilitative care, urgent and emergency care, most community health services, and mental health and learning disability services. The CCG do not manage local NHS hospitals, which are independent trusts, however they commission many of the services they offer.

10.3 The East Lancashire CCG is split into five distinct localities, one of which being Burnley, and within Burnley there are three Integrated Neighbourhood Teams consisting of Burnley Central, East and West. The Integrated Neighbourhood Teams are made up of approximately 30,000 to 50,000 population and are well established in providing wrap-around support for patients with input from primary care, community services and the wider third sector.

### Primary Health Care Services

10.4 There are 17 GP surgeries across the borough, which are identified on Map 4. These include:

<b>Burnley Locality Integrated Neighbourhood Teams</b>			
	<b>GP Practice</b>	<b>Address</b>	<b>List Size (as of 01/01/16)</b>
Integrated Neighbourhood Team - Central	Burnley Wood Medical Practice, Parliament St	50 Parliament St, Burnley, BB11 3HR	5875
	Oxford Rd Medical Centre	25 Oxford Rd, Burnley, BB11 3BB	4293
	Riverside Family Practice, St Peters Centre	St Peters Centre, 2 <sup>nd</sup> Floor, Church St, Burnley, BB11 2DL	4337
	Rosehill Surgery - St Peters Centre	St Peters Centre, 3 <sup>rd</sup> Floor, Church St, Burnley BB11 2DL	6101
	St Nicholas Group Practice, St Peters Centre	St Peters Centre, 3 <sup>rd</sup> Floor, Church St, Burnley BB11 2DL	9092
	Yorkshire St Medical Practice,	80 Yorkshire St, Burnley, BB11 3BT	5887
Integrated Neighbourhood Team - East	Briercliffe Surgery, Harle Syke	Briercliffe Road, Burnley BB10 2EZ	7728
	Colne Rd Surgery	36 Colne Rd, Burnley, BB10 1LG	4379
	Daneshouse Medical Centre	Old Hall St, Burnley, BB10 1LZ	3539
	Parkside Surgery, Colne Rd	Colne Rd, Burnley, BB11 1PS	9651
	Thursby Surgery, Thursby Rd	2 Browhead Rd, Burnley, BB10 2BF	7565
Integrated Neighbourhood Team - West	Fairmore Medical Practice, Branch Surgery in Padiham	Padiham Primary Health Care Centre, Station Rd, Padiham, BB12 1EA	733
	Ightenhill Medical Centre, Tabor St	Tabor St, Burnley, BB12 0HL	2228
	Kiddrow Medical Practice, Kiddrow Lane	Kiddrow Lane Health Centre, Burnley, BB12 6LH	4040
	Manchester Rd Surgery	187-189 Manchester Rd, Burnley, BB11 4HP	4701
	Padiham Medical Group, Burnley Rd, Padiham	36 Burnley Rd, Padiham BB12 8BP	12621
	Rosegrove Surgery, Rosegrove Lane	225-227 Gannow Lane, Burnley, BB12 6HY	4495



**Map 4: GP surgeries across Burnley Borough Council**

10.5 From reviewing currently available information, it appears that not all, but the majority of surgeries are accepting new patients.

10.6 During Local Plan consultations, NHS England and the CCG were consulted on the proposed growth within the borough, to which no comments were submitted into the Local Plan process.

10.7 During Local Plan development, there has been dialogue between Burnley BC and the East Lancashire CCG regarding the proposed growth in Burnley and the health services the CCG provide. The CCG accept that the Borough cannot stand still and that the development of better quality homes would have a positive health impact on residents. In addition, the development of more attractive aspirational homes may assist in workforce recruitment within the health sector. The CCG estimate that the growth proposed in the Local Plan may require an additional requirement of four whole time equivalent GPs, with associated nursing and administrative staff over the plan period. It is anticipated that this growth could be accommodated within existing practices and will not be required until later in the plan period. However, due to the challenging nature of working in the NHS in Burnley and East Lancashire, it is difficult to attract new staff into the area. It is proposed to review the situation annually with the CCG, to identify where pressures may exist and if we need to trigger developer contributions. This requirement is included in the IDS at Appendix 1.

10.8 If funding via the planning system is required to contribute to this increase in staff, Local Plan policy IC4: Infrastructure and Planning Contributions identifies health infrastructure as an appropriate matter to be funded by planning contributions, therefore, if required, it would be up to Development Management/the CCG to identify any contributions necessary on each planning application.

10.9 In terms of assessing the additional health services that a housing development would require, NHS England Lancashire Area Team would be informed of the proposed development at

pre-application/application stage which would enable them to work with local practices to identify possible solutions for meeting any increase in patient numbers.

10.10 Opticians and pharmacists are commercially driven and will locate where there is demand. Therefore there is less need to plan for these services.

10.11 There are 12 dental surgeries in the Borough and further growth will have an impact on both NHS and private dentist provision. As with opticians and pharmacists, dentists are also, to a certain extent commercially driven and will locate where there is demand.

## Hospitals

10.12 Burnley General Hospital is the only hospital in the borough and is part of the East Lancashire Hospitals NHS Trust. It provides general and specialist medical and surgical services along with a full range of diagnostic (e.g. MRI, CT scanning) and support services and specialises in planned (elective) treatment.

10.13 The hospital includes an Urgent Care Centre for treatment of minor injuries and illnesses. It does not include an Emergency Department or supporting facilities such as out-of-hours intensive care, this is provided at the Royal Blackburn Hospital approximately 15 miles to the west.

## 11. Delivery

11.1 This section of the IDP includes the Infrastructure Delivery Schedule (IDS) which lists the infrastructure required to deliver the Plan. Where possible it identifies timescales, approximate costs, funding sources and delivery partners. Given the timescale of the Local Plan it is difficult to forecast potential funding sources beyond the immediate Spending Review Period to 2021 and the IDP will need to be reviewed and updated during the life of the Plan.

11.2 Infrastructure will be delivered in a number of ways:

- Directly by providers either individually or in partnership with statutory bodies and agencies;
- Directly by developers; or
- Through developer contributions

11.3 New infrastructure or contributions under Section 106 and Section 278 agreements will be sought only where necessary as set out in Policy IC4, balanced with viability.

11.4 At this point Burnley Borough Council has not agreed to develop and implement Community Infrastructure Levy, but this may change over the lifetime of the Local Plan.

11.5 It is recognised that contributions will not be sufficient to fund all infrastructure required to support planned development and Burnley Borough Council will work closely with relevant infrastructure providers and statutory bodies and agencies to access other funding sources and deliver infrastructure projects.

## Infrastructure Delivery Schedule

Project	Cost (£)	Committed funds	Funding Gap	Funding Source	Delivery partners	Delivery Timescale	Comments
<b>Transport Infrastructure</b>							
<b>Road Infrastructure</b>							
M65, J8. Signalisation, widening the east arm and southern circulatory link	£1,200,000	£800,000	£400,000	Growth Deal 1 Lancashire County Council Burnley Borough Council Highways England	Lancashire County Council	Before 19/20	Potential for additional funding contribution from Highways England
M65 Junction 9 southern roundabout: lengthen and widen eastern arm of roundabout to reduce queuing on Accrington Road and introduce right turn from North Roundabout to Westbound On-slip to reduce traffic on southern roundabout	£200,000	£200,000	£0	Growth Deal 1 Lancashire County Council Burnley Borough Council	LCC	2017/18	Fully Committed Scheme. This will provide sufficient capacity until at least 2021. After which further improvements will be required
Additional improvements to Junction 9, M65. Convert Bentley Wood Way roundabout to a signalised junction.	£1,200,000	£0	£1,200,000	Developer Contributions (EMP1/12 and EMP1/5) National Productivity Fund/Growth Deal/LEP funding	Lancashire County Council Highways England	Dependent on site delivery	LCC/HE and BBC will continue to monitor J9 and identify resources. The timing will be dependent on when employment sites at J9 come forward.
J 10 Northern Roundabout, signage/lane changes and MOVA modernisation	£5,000	£5,000		Highways England Lancashire County Council	Lancashire County Council Highways England	2018/19	Based on current housing and employment trajectories this will provide sufficient capacity until at least 2021

Project	Cost (£)	Committed funds	Funding Gap	Funding Source	Delivery partners	Delivery Timescale	Comments
J 10, Northern Roundabout, additional lanes on eastbound off slip, widening of Padiham Road approach,	Unknown			Highways England, LCC	Lancashire County Council, Highways England	Unknown	LCC/HE and BBC will continue to monitor J10 and identify resources to implement a scheme if required.
J 10 Southern Roundabout, MOVA review, additional lane on Barracks Road exit and changes to junction f	Unknown			LCC, DfT	Lancashire County Council	2021	Based on current housing and employment trajectories this will provide sufficient capacity until at least 2021
J10, Southern Roundabout Phase 2	Unknown			LCC, DfT, LEP, Developer Contributions from EMP1/12 and EMP1/5		After 2021, depending on delivery	LCC/HA and BBC will continue to monitor J10 and identify resources to implement a scheme if required.
Improvements to M65 capacity	Unknown			Highways England/DfT	Highways England	Potential Road Investment Strategy RIS2 (2020-25) or RIS3 (2025-30)	Even without the Local Plan Growth there are capacity issues on the two lane sections of th M65. We will work with the relevant highways authorities and neighbouring authorities to develop solutions to deliver additional capacity on the M65
Rose Grove Junction A646/A679: Alteration of junction layout and signal technology upgrade to allow MOVA operated control.	£2,200,000	£1,500,000	£700,000	Growth Deal 1, Lancashire County Council Burnley Borough	LCC	2018/19	Fully Committed scheme

Project	Cost (£)	Committed funds	Funding Gap	Funding Source	Delivery partners	Delivery Timescale	Comments
				Council National Productivity Fund			
Signalisation of junction of Westgate/Queens Lancashire Way, Burnley	£1,200,000	£1,200,000	£0	Growth Deal 1 Lancashire County Council Burnley Borough Council	LCC	2017/18	Fully Committed scheme
Junction of Active Way/Bank Top/Church Street, Burnley: Signal upgrade	£200,000	£200,000	£0	Growth Deal 1 Lancashire County Council Burnley Borough Council	LCC	2017/18	Fully Committed Scheme.
Signalisation of Princess Way/Active Way Roundabout, Burnley	£800,000	£800,000	£0	Growth Deal 1 Lancashire County Council Burnley Borough Council	LCC	2017/18	Fully Committed Scheme
Junction improvements at A6068/A678 Blackburn Road Junction	£2,250,000	£2,250,000	£0	Growth Deal 3	Lancashire County Council	Up to 2019/20	Fully Committed Scheme Delivery timetable to be associated with M65 Junction 8 Signalisation scheme due to requirements for improvements being linked.
Signalised junction at Pike Hill roundabout on Brownsie Road/Brunshaw Road	£80,000	£0	£0	Developer Contributions from sites HS1/15, HS1/20 HS1/31 & HS1/36	Lancashire County Council	Dependent on delivery	

Project	Cost (£)	Committed funds	Funding Gap	Funding Source	Delivery partners	Delivery Timescale	Comments
Hapton: New Signal to canal bridge	£70,000			Lancashire County Council	Lancashire County Council		Completed 2016
Rossendale Road: New junction including carriageway realignment and new right turn facility on to proposed housing development	unknown			Developer site HS1/4	Lancashire County Council	Unknown	Timescale dependent on site coming forward
Lodge Mill/Barden Mill: junction and highway improvements to Barden Lane/Heald Road	Unknown			Developer Contributions from sites HS1/35 & HS1/37	Lancashire County Council	Unknown	Timescale dependent on site coming forward
Junction improvements to Brougham Street/ Oswald Street	Unknown			Contributions from sites EMP1/14, HS1/18 and HS1/29	Lancashire County Council	Up to 2032	Timescale dependent on when sites come forward
A682/A646 Junction. Mova installation, lane changes and signal improvements	£150,000	£0	£0	Developer Contributions from sites HS1/2, HS1/4 and HS1/28	Lancashire County Council	Up to 2032	Timescale dependent on sites coming forward
New junction and road improvements on Accrington Road in association with EMP1/5	Unknown			Developer site EMP1/5	Lancashire County Council	2023	Indicative timescale and cost based on estimated delivery of site
New junction on Rossendale Road in association with EMP1/1	Unknown			Developer site EMP1/1	Lancashire County Council		
Upgrade of Holme Road in association with EMP1/3	£100,000	£0	£0	Developer Contribution site EMP1/3	Lancashire County Council	2025	Indicative timescale based on estimated delivery of site
New junction and road improvements on Clifton Street/Hattersley Street in association with EMP1/7	Unknown			Lancashire County Council Developer	Lancashire County Council	Unknown	



Project	Cost (£)	Committed funds	Funding Gap	Funding Source	Delivery partners	Delivery Timescale	Comments
				Contributions from site EMP1/7			
<b>Cycling and Walking</b>							
Balderstone Lane/Widow Hill Road: New on road cycle lane	£75,000	£75,000		Lancashire County Council Developer Contributions from site EMP1/4, EMP1/6 & EMP1/10	Lancashire County Council Developer Contributions	Up to 2032	Indicative timescale based on estimated delivery of site
Network 65 Extension (EMP1/5): Off or on road cycle link to existing route network	£100,000			Lancashire County Council Developer Contributions from site EMP1/5	Lancashire County Council Developer	2024-32	Indicative timescale based on estimated delivery of site
Shuttleworth Mead South: new walking and cycling links to connect the site with the Padiham Greenway, including signposting	£50,000	£0	£50,000	Developer Contributions from site EMP1/13.	Lancashire County Council Developer	2024	Indicative timescale based on estimated delivery of site
New/improved walking/cycling links on Rossendale Road	£150,000	£0	£150,000	Lancashire County Council Developer Contributions from site EMP1/1 & HS1/4.	Lancashire County Council Burnley Borough Council		Indicative timescale based on estimated delivery of site
New walking and cycling links between EMP1/12 and the existing route network on Lancaster Drive and the Padiham Greenway via the Burnley Bridge Business Park	£100,000	£0	£100,000	Contributions from site EMP1/12.	Lancashire County Council Burnley Borough Council		Indicative timescale based on estimated delivery of site
<b>Public Transport</b>							
Manchester Road Station:	£750,000	£750,000	£0	Growth Deal 1,	Lancashire	2018	Fully Committed Scheme

Project	Cost (£)	Committed funds	Funding Gap	Funding Source	Delivery partners	Delivery Timescale	Comments
Additional car parking at Manchester Road Station				Lancashire County Council Burnley Borough Council	County Council		
Manchester Road Station: New Platforms and DDA compliant pedestrian crossing from between platforms	£2,000,000	£0	£2m	Network Rail National Station Improvement Fund	Lancashire County Council Network Rail Train Operator	2021 +	Subject to funding and business case
Rose Grove Station: Improvements, including additional car parking	£150,000	£150,000	£0	Growth Deal 1 Lancashire County Council Burnley Borough Council	Lancashire County Council	2018	Fully Committed Scheme
Electrification of Rail Network	Unknown			Network Rail, DfT, TfN	Network Rail Transport for Lancashire	2024+	
<b>Education</b>							
New primary schools or contributions to new places at existing primary schools	Unknown	No	Unknown	Developer contributions and DfE Funding	Lancashire County Council	2017-31	Timescales dependent on delivery of housing schemes
Additional secondary school places	Unknown	No	Unknown	Lancashire County Council Developer contributions	Lancashire County Council	2022-26	Indicative timescale based on trajectory.
<b>Health</b>							
Four whole time equivalent GPs, with associated nursing and administrative staff	Unknown	No	Unknown	NHS England Developer Contributions	NHS England East Lancashire CCG	2022-2032	Timescales dependent on delivery of housing schemes
<b>Sports, Open Space and Green Infrastructure</b>							

Project	Cost (£)	Committed funds	Funding Gap	Funding Source	Delivery partners	Delivery Timescale	Comments
New 3G football pitch at Prairie Village	£500,000	£0	£0	Burnley Borough Council Sport England Developer Contributions from site EMP1/3	Burnley Borough Council Sport England	2021 onwards	
Burnley Cemetery: Extension (phase 1)	£500,000			Burnley Borough Council Capital Fund	Burnley Borough Council	2016-2021	
Padiham Cemetery: Extension	£350,000			Burnley Borough Council Capital Fund	Burnley Borough Council	2025-30	
Address the absence of play provision in Brownside, Red Lees and Rowley residential areas by developing a new play area at Rowley as part of the Brun Valley Forest Park development	£18,000			Burnley Borough Council Capital Funding (Brun Valley Forest Park) External funding Planning Contributions	Burnley Borough Council Friends of Rowley	2017/18	
Improve provision on the following play areas: Calder Park, Barclay Hills, Thornber Gardens, Kibble Bank, Stoneyholme	£100,000			Burnley Borough Council play budget Ward Opportunities Fund External funding Planning Contributions	Burnley Borough Council Parks Friends Groups	2017/18	
<b>Flood Alleviation</b>							
Padiham Flood Alleviation Scheme	£4m	£3	£1	Environment Agency Growth Deal 3	Environment Agency	Up to 2019/20	£3m has been approved from Growth Deal 3 and £1m is sought from EA's Grant in Aid funding



[www.burnley.gov.uk/residents/planning/planning-policies](http://www.burnley.gov.uk/residents/planning/planning-policies) or contact:

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