



Local Development Framework

Central Lancashire Core Strategy

Infrastructure Delivery Schedule

Chorley

November 2011



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The purpose of this Infrastructure Delivery Schedule is to itemise infrastructure projects already envisaged or probably needed after taking account of the quantity and broad location of development proposed by the Central Lancashire Core Strategy and to record their likely implementation timescale, cost and sources of funding and the current deficits – funding shortfalls after taking account of monies already secured. This Schedule covers the infrastructure projects that are only specific to locations in Chorley Borough. Projects that extend across Central Lancashire or are not locationally specific are contained in a separate Central Lancashire Schedule.

INTRODUCTION

1. Infrastructure planning is essential in achieving an appropriately spatially located and well planned approach to new development and is a key aspect of the Core Strategy. This Infrastructure Delivery Schedule aims to identify the essential strategic infrastructure already planned together with those that are likely to be required to help deliver the Core Strategy Strategic Sites and Locations as well as residential and commercial development in other areas. The Schedule represents work in progress but is essential supporting material for the Inspector's examination of the Core Strategy and ultimately delivering infrastructure by helping to attract or direct funding.

2. It has been difficult to reach a clear understanding with all the various infrastructure providers concerning future requirements. Now with public sector financial cuts and changing funding schemes it is less certain what resources will be available from national and local funding sources. However a likely outcome is a greater reliance than previously on developers to fund infrastructure. The Core Strategy proposes a levy type approach to securing developer contributions for infrastructure partly with this in mind but also as a lead into the effective introduction of the Community Infrastructure Levy (CIL). On the 18 November 2010 the Government confirmed that CIL (first introduced by the previous Government) would, with a few changes, be continued as a national approach to collecting developer contributions. The Central Lancashire authorities have agreed to pursue the CIL approach and this Schedule is part of the evidence base for the Community Infrastructure Levy.

3. The Schedule takes account of existing spare capacity and underlying demand trends before considering additional development requirement needs. It has been completed following extensive liaison with the infrastructure providers. Such agencies typically do not consider infrastructure provision in spatial terms, nor plan ahead more than just a few years. Hence it has been necessary to build up an understanding with providers to consider infrastructure delivery in those ways.

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

INFRASTRUCTURE TYPES COVERED IN THE SCHEDULE

5. There are many forms of infrastructure but only the most essential types more directly related to new development are included in this Schedule with an emphasis on those projects that help to underpin the policies and broad principles of the Core Strategy. However many of the projects will be given more detailed attention and enabling measures in subsequent Site Allocations work.

Transport

6. Transport scheme funding is normally secured through Lancashire County Council, the Highways Agency, Department for Transport and Network Rail. For major schemes, national Government funding bids are made, however there remains some uncertainty concerning the administration and availability of several of these national funding programmes. In the past there has normally been some degree of dependence on developer contributions for transport projects ranging from new roads and junctions through to traffic control measures and additional bus services. A partial switch from highway works to investment in public transport improvements as well as walking and cycling initiatives is envisaged by the Schedule in line with the sustainable transport proposals in the Core Strategy. Transport scheme funding particularly lends itself to a broadly applied approach as the projects can have wide scale benefits.

Education – Primary and Secondary

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

Public Utilities

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

Health – Primary

9. The Central Lancashire NHS Primary Care Trust (PCT) is responsible for commissioning primary health care locally (although this is planned to be changed to commissioning by GP groups). Improvements to or provision of new health care facilities can sometimes be funded through the PCT's capital programme, however this funding is limited. Many health centres in Central Lancashire are in need of renovation and some services require new premises. There is some dependence on developer contributions for renovation and extension works to existing health centres. For some of the larger housing development sites a new health centre building and the land to construct it on would need to be provided by developer contributions.

Green Infrastructure

10. Major Green Infrastructure provision in Central Lancashire is usually funded by Lancashire County Council or the District Councils. For most residential development there is usually a requirement imposed by the local planning authority on the developer to provide local green space and also a degree of dependence on developer contributions to cover maintenance costs. However the Schedule relates to wider strategic Green Infrastructure schemes which in future developers will also be expected to contribute funding towards.

Infrastructure type	Transport
Provider(s)	Network Rail, Highways Agency, Lancashire County Council
Existing capacity and recent provision	Some overcrowding of rail services between Preston and Manchester. Localised problems of road traffic congestion in many areas throughout Central Lancashire but particularly getting in and out of Preston which also holds up bus services.
Specific provision initiatives	Lancashire Local Transport Plan 3 (LTP) Network Rail – station improvements Department for Transport (DfT) – rail electrification, new lines Bus Rapid Transit System – specific bid for government funding envisaged
Underlying demand trend	Some evidence of a dip in demand (slight reduction in road congestion) due to the recession but generally long term trend for increased demand on road usage and for public transport services.
Non-developer funding sources	Various national and regional funds as well as Lancashire County Council's own resources but all are limited and subject to financial reviews.
Developer funding arrangements in place	None, individual negotiations on planning applications.

Public Transport Schemes

Project	Timing	Cost Estimate £m	Potential Funding Sources	Deficit £m
New Coppull Railway Station	2014-2024	8	Developer Contributions	8
Mini interchange: Clayton Green, Asda	2010-2015	0.2	Developer Contributions	0.2
Railway Station Car Park at Adlington (25 spaces)	2012-2015	0.75	Developer Contributions	0.75
Chorley Railway Station car parking - Friday St (110 spaces)	2012-2015	0.8	Developer Contributions	0.8
Total Funding Gap				9.75

Cycle Schemes

Project	Timing	Cost Estimate £m	Potential Funding Sources	Deficit £m
Clayton Le Woods cycling improvements on Lancaster Lane/ Moss Lane/Lydiate Lane and Town Brow to cycle links to Cuerden Valley Park, including toucan crossings on A49 by Moss Lane, Lancaster Lane and also on Bryning Brook Bridge	2015-2020	0.2	Developer Contributions	0.2
Clayton Brook and Whittle-le-Woods to Chorley (A6) with links to the canal and Cuerden Valley Park.	2015-2020	0.5	Developer Contributions	0.5
Canal towpath from Botany to Blackburn	2015-2020	0.5	Developer Contributions	0.5
Chorley to Abbey Village old railway	2015-2020	1	Developer Contributions	1
Cycle schemes near Wheelton on the A676	2015-2020	0.125	Developer Contributions	0.125
Chorley North East - Harpers Lane, Railway Rd, Bengal St, Water S, Hollinshead Rd, Union Street and Park Rd.	2015-2020	0.3	Developer Contributions	0.3
Cycle link from Croston, Ulnes Walton to Leyland	2015-2020	0.15	Developer Contributions	0.15
Euxton - Wigan Rd and School Lane cycle path improvements.	2015-2020	1.5	Developer Contributions	1.5
Buckshaw - to Chancery Lane via Alker Lane to Cuerden Valley Park via Dawson Lane, Park Saddle bridge to Runshaw College and Southport Road via Eastway.	2015-2020	0.6	Developer Contributions	0.6
Chorley East - canal, Eaves Lane, Lyons Lane, Yarrow Gate, to Carr Lane and Myles Standish Way.	2015-2020	0.25	Developer Contributions	0.25
Improvements to cycle links in and around Adlington	2015-2020	0.34	Developer Contributions	0.34
Chorley South to Coppull via Bolton Rd, Pilling Lane, Eaves Green Rd, Lower Burgh Way and Burgh Hall Lane.	2015-2020	0.4	Developer Contributions	0.4
Cycle improvements from Ecclestone to Chorley via Back Lane.	2015-2020	0.15	Developer Contributions	0.15
Total funding gap				6.015

Infrastructure type	Public utilities – electricity, gas, telecommunications, water supply and waste water treatment.
Provider(s)	Electricity North West Ltd (ENWL), National Grid, British Telecom, Virgin Media, United Utilities
Existing capacity and recent provision	Electricity – a primary substation has been provided at Buckshaw Village however further reinforcement of the network will be needed Gas – no known capacity issues Telecommunications – main capacity limitation is high speed broadband access in rural areas Water supply – no overall capacity issues Waste water treatment – main outstanding constraint relates to the treatment works at Walton-le-Dale and Leyland (these serve parts of Chorley Borough as well South Ribble)
Specific provision initiatives	Infrastructure provision for each service is subject to controls by the official regulator who determines how providers will be allowed to fund programmed works through capital reserves, service charges and/or borrowing. Typically funding programmes are for five year periods and are largely aimed at providing for overall demand trends and current shortfalls rather than advance provision of capacity to cater for planned development. British Telecom is pursuing a national programme of upgrading rural telephone exchanges to higher broadband speeds.
Underlying demand trend	Although commercial use fluctuates in relation to the state of the wider economy the long term trend of overall demand is increasing for all public utility services. However envisaged future energy and water use efficiencies along with increased use of decentralised sources of energy generation should reduce dependence on large scale stand alone facilities and major network improvements.
Non-developer funding sources	Providers own capital reserves, future revenues and borrowing.
Developer funding arrangements in place	Standard charges are in place for new property connections to the service network, together with developers being required to pay for site specific infrastructure and any existing service diversion/protection works. On occasions providers also seek to recoup/reapportion costs from developers of already provided major off-site infrastructure that benefits new development.

Project	Timing	Cost £m	Likely funding sources	Funding shortfall £m
Potential electricity reinforcement scheme for Chorley.	2015–2020	4	ENWL	Nil
Total funding gap				Nil

Infrastructure type	Education – primary and secondary
Provider(s)	Lancashire County Council, church authorities
Existing capacity and recent provision	Primary –Expected shortfalls in Chorley Town, Chorley North and limited capacity in Coppull. Secondary Limited capacity in Chorley.
Specific provision initiatives	Building Schools for the Future/Primary Capital Programme now abandoned. Vocational training for 14 - 19 Year olds, national funding to be matched by private sector and existing school/college accommodation likely to be used.
Underlying demand trend	Primary – increasing demand through rising birth rate Secondary – falling numbers for a few years before picking up from primary growth and increased compulsory learning to 17yrs by 2013 and 18yrs by 2015
Non-developer funding sources	National government derived funding 10% top up funding from church authorities for denominational schools
Developer funding arrangements in place	Standard formulae with government provision costs meets about half to two thirds of actual cost Primary – 0.35 children per dwelling x £11,031 per school place Secondary – 0.25 children per dwelling x £16,622 per school place

Project	Timing	Cost £m	Likely funding source(s)	Deficit £m
Phase 2 Primary School 1 form extension to Buckshaw Primary School	2011-16	3.4	LCC /Developer contribution	3.4
Group 1 site, 1 form entry primary school, Buckshaw Village	2016-21	5.5	LCC /Developer contribution Sought developer contribution of site land plus £3.0m	2.5
Adlington half form entry primary places	2016-21	2.0	Developer contribution, LCC	2.0
Clayton-le-Woods 1 form entry	2016-21	3.5-5	Developer contribution, LCC	3.5 - 5
Eccleston half a form entry primary places	2016-21	2.0	Developer contributed £0.28m secured	1.72
Total funding gap				13.12 – 14.62 Average 14

Infrastructure type	Health – primary care
Provider(s)	NHS/Central Lancashire Primary Care Trust (PCT)/GPs
Existing capacity and recent provision	Planned health centre at Friday Street will be able to cope with most of the development and increased capacity around Chorley. However Euxton and Eccleston Health Centre's will need to be extended and/or refurbished to cope with the extra demand.
Specific provision initiatives	PCT capital programme mainly targeted at improving substandard accommodation, exceptionally new build schemes are pursued in areas of greatest need. Capital provision due to be replaced by commissioning through GP groups.
Underlying demand trend	Projected increase in and aging population will put pressure on local GP practices.
Non-developer funding sources	PCT has very limited capital resources, on new build schemes aims to use lease back arrangements.
Developer funding arrangements in place	No standard formula in place.

Project	Timing	Approx Cost £m	Likely funding sources	Deficit £m
New Friday Street Health Centre, Chorley	2012	6.7	PCT revenue	nil
Extension to Euxton Medical Centre*	2021-26	0.15	PCT/developer contributions	0.15
Enhancement of Eccleston Medical Centre*	2011-26	0.5	PCT/developer contributions	0.5
New Buckshaw Village surgery*	2012	3.5	Land provided by the developer. PCT funded scheme.	nil
Total funding gap				0.65

*Schemes about to start November 2011

Infrastructure type	Green Infrastructure/Public Realm (including outdoor sports and townscape)
Provider(s)	Various including Local, County and Parish Councils, other public sector, voluntary and private organisations
Existing capacity and recent provision	Urban areas tend have a shortfall of green infrastructure and some of that which exists needs improving. However, on the whole, Central Lancashire has a large amount of good quality green infrastructure provision.
Specific provision initiatives	Local authorities' and health agencies' agendas are advocating healthy lifestyles and encouraging people to participate in active pursuits.
Underlying demand trend	Participation rates in active sports remain quite low but many more people engage in informal recreation and raising the awareness of healthy lifestyles is likely to increase demand for all forms of physical exercise.
Non-developer funding sources	Include; REMADE/LCC, Local Council initiatives, Lancashire Sport and other national/regional grants from EU funding sources.
Developer funding arrangements in place	No standard formula to calculate exact cost of infrastructure but commuted sums in lieu of provision and maintenance of play space provision are routinely sought from housing developers.

Project	Timing	Cost £m	Likely funding sources	Funding shortfall £m
Market Street, Chorley enhancement	2011-2016	1.25	Developer contributions (including ASDA permission provides for approximately two thirds of Market Street Scheme)	0.5
Public Art, Chorley	2011-2016	0.1	Public Partnership External Funding	nil
Chorley Flat Iron enhancements	2011 - 2016	0.3	Capital programme Bid CBC and developer contributions	0.3
Total funding gap				0.8

Chorley's total funding gap = c£31million