

Agenda

Planning Committee

Date:	Wednesday, 11 November 2020 at 6:30pm
Venue:	Remote meeting via Zoom
Committee members:	Councillor Trevor Fiddler (Chairman) Councillor Richard Redcliffe (Vice-Chairman) Councillors Tim Armit, Chris Dixon, Kiran Mulholland, Jayne Nixon, Linda Nulty, Liz Oades, David O'Rourke, Heather Speak, Ray Thomas, Stan Trudgill.

Please Note: This meeting is being held remotely via Zoom. To access the meeting please click on the link below.
 Join Zoom Meeting <https://us02web.zoom.us/j/81341696624?pwd=N3lvT3NFVjJGeGNyQS9qMzNOd1BYdz09>
 Meeting ID: 813 4169 6624
 Passcode: 422225

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1	Declarations of Interest: Declarations of interest, and the responsibility for declaring the same, are matters for elected members. Members are able to obtain advice, in writing, in advance of meetings. This should only be sought via the Council's Monitoring Officer. However, it should be noted that no advice on interests sought less than one working day prior to any meeting will be provided.	1
2	Confirmation of Minutes: To confirm the minutes, as previously circulated, of the meeting held on 4 November 2020 as a correct record.	1
3	Substitute Members: Details of any substitute members notified in accordance with council procedure rule 24.	1
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DECISION ITEM

REPORT OF	MEETING	DATE	ITEM NO
DEVELOPMENT SERVICES DIRECTORATE	PLANNING COMMITTEE	11 NOVEMBER 2020	4
ALLOCATION OF ADDITIONAL RESOURCES TO SUPPORT TOWN CENTRES AND THE BLACKPOOL AIRPORT ENTERPRISE ZONE			

PUBLIC ITEM

This item is for consideration in the public part of the meeting.

SUMMARY

The Corporate Plan 2020/24 sets out a number of ambitions and actions aimed at promoting the economic prosperity of the borough with the economy being one of the four themes that run through the plan.

One of the key actions in the Corporate Plan seeks to develop the Enterprise Zone through the Fylde Coast partnership attracting employment and new industry. To facilitate the delivery of the Blackpool Airport Enterprise Zone, it is intended to establish a project management role that will bring forward development, deliver key projects and encourage new investment in the area.

The Town Centres Working Group has been considering a number of initiatives aimed at supporting the borough's three town centres. A summary of this work was presented to the Planning Committee in September when members requested officers to work up a number of proposals including the appointment of additional staff to help deliver these projects and proposals. Following further discussion with the Budget Working Group and the Town Centres Working Group, the report proposes the establishment of a Town Centres Manager post and an Economic Development Officer post.

The report also proposes to top up the existing town centre maintenance budget to improve the quality of the public spaces in the town centre.

Together the proposed investments outlined in this report will be crucial to the successful delivery of large parts of the council's corporate plan.

RECOMMENDATIONS

1. That the Finance & Democracy Committee be requested to approve a revenue funded budget increase (to be split between the years 2020/21, 2021/22, 2022/23, 2023/24 and 2024/25) in the total sum of £45,000, to be funded from the Funding Volatility Reserve, in order to provide the required level of resource for the appointment of an Enterprise Zone Project Manager;
2. That the Finance & Democracy Committee be requested to approve a revenue funded budget increase (to be split between the years 2020/21, 2021/22, 2022/23 and 2023/24) in the total sum of £246,000, to be funded from the Funding Volatility Reserve, in order to provide the required resource for the appointment of a Town Centres Manager and an Economic Development Officer;
3. That the Finance & Democracy Committee be requested to approve a revenue funded budget increase of £5,000 for 2020/21 and £25,000 for 2021/22, to be funded from the Funding Volatility Reserve, in order to provide an enhanced financial resource in respect of the existing St Annes town centre maintenance budget;
4. To authorise the proposed expenditure to fund the recruitment of an Enterprise Zone Project Manager for a

temporary period of 3 years;

5. To authorise the proposed expenditure to fund the recruitment of a Town Centres Manager and Economic Development Officer, each for a temporary period of 3 years; and
6. To authorise the proposed expenditure in respect of the enhanced St Annes town centre repairs and maintenance budget in the total additional sum of £30,000.

SUMMARY OF PREVIOUS DECISIONS

On 4 December 2017, Council resolved:

2. ...to establish the Blackpool, Fylde and Wyre Economic Prosperity Board (EPB) in the form of a Joint Committee.

Amongst other things, the EPD takes responsibility for programme managing delivery of the Enterprise Zones.

On 11 March 2020, Planning Committee resolved:

1. That a "Town Centres Working Group" (comprising a core group of 7 councillors namely: Councillors Richard Redcliffe, Liz Oades, David O'Rourke, Stan Trudgill, Michael Sayward, Roger Small and Michael Withers with Councillors Cheryl Little and Viv Willder being co-opted as and when appropriate to consider matters relating to St Annes Town Centre) be formally constituted as a working group of the Planning Committee and that they be asked to examine all opportunities to secure funding to assist in the future development of St Annes, including, but not limited to any future rounds of the Future High Street Fund.
2. That the outcomes from the St Annes Town Centre workshop be reported to the Planning Committee via Town Centre Working Group for their consideration and appropriate action.
3. In the event of a working group member not being able to attend a meeting, with the agreement of the Chairman, a substitute member be nominated.

On 16 September 2020, Planning Committee resolved:

1. To note the work of the Town Centres Working Group in response to the Coronavirus pandemic.
2. To note the submission of the bid for Future High Street Funding for Kirkham Town Centre in line with the details presented to Planning Committee on 3 June 2020.
3. To authorise officers to work with the Town Centres Working Group, in consultation with ward members and other key stakeholders, to develop proposals for Lytham Town Centre identified as part of the council's capital programme.
4. To recommend that the Finance & Democracy Committee approve a revenue funded budget increase for 2020/21 in the sum of £150,000, to be funded from the Funding Volatility Reserve, to provide for the commissioning of a vision/strategy for St Annes Town Centre, such vision to include a town centre health check and be informed by the survey results and working group proposals for St Annes.
5. To consider the projects for St Annes that have been identified by the Town Centres Working Group and prioritise those schemes that they wish officers to develop for further consideration and approval by committee.

CORPORATE PRIORITIES

Economy – To create a vibrant and healthy economy	✓
Environment – To deliver services customers expect	✓
Efficiency – By spending money in the most efficient way	✓
Tourism – To create a great place to live and visit	✓

REPORT

INTRODUCTION

1. The Corporate Plan 2020/24 includes 'Economy' as a key theme within which a number of ambitions and actions are set out to support the wider economy and promote the prosperity of the borough's three town centres. The "Development of the [Blackpool Airport] Enterprise Zone through the Fylde Coast partnership, attracting employment and new industry" is set out as a key actin in the Corporate Plan. The delivery of the Enterprise Zone is also a key element of the Fylde Local Plan to 2032, with its success key to the economic strand of the local plan's development strategy.
2. As part of the economic programme, a Town Centres Working Group (TCWG) was established by the Planning Committee in March 2020 with the objective of improving the prosperity and enhancing the wellbeing of Kirkham, Lytham and St Annes town centres. With the onset of the Coronavirus Pandemic work initially focussed on the Council's response to assisting the high street to reopen safely, but during the summer it was possible to move on to concentrate on the longer-term projects originally envisaged. A summary of the work of the group to date was presented to the Planning Committee on 16 September 2020 when Members requested officers to prioritise and develop several the proposals that had been put forward by the working group.

ADDITIONAL STAFF RESOURCES

3. The improvement of the prosperity and wellbeing of the borough's town centres is an economic development project that falls to the council's Regeneration Team to deliver. Despite being a small multi-disciplinary team, the Regeneration Team have, over the years, delivered numerous projects that have helped to transform the fortunes of each of the borough's three town centres.
4. However, in order to deliver the Council's aspirations and rising expectations set out in the Corporate Plan 2020-24, additional staffing resources will be required to deliver this programme of work. Accordingly, the TCWG has identified a requirement for two additional posts to be added to the existing Team: A Town Centres Manager and an Economic Development Officer.

ENTERPRISE ZONE PROJECT MANAGER

5. Through the Economic Prosperity Board, Fylde Council has committed to supporting the delivery of the Blackpool Airport Enterprise Zone (BAEZ). To date this has been achieved primarily through the secondment of an officer to support the establishment of the zone and the drafting of a masterplan aimed at attracting and guiding new investment. The BAEZ is now at a stage where the nature of the support has changed and an experienced project manager is required to assist in the delivery of the project. The revised position has been considered under the council's Job Evaluation Scheme and the salary has been established at SCP 36-40 (£39,880 - £43,857). The position would be established for a period of 3 years and will require additional funding to that which has already been committed as follows

2020/21 - £5,000

2021/22 - £15,000

2022/23 - £15,000

2023/24 - £10,000

6. The purpose of the job would be:
 - To act as a Project Manager supporting delivery of new infrastructure and direct development of commercial property and providing development advice for Blackpool Airport EZ and Blackpool Airport.
 - To work on existing and a planned future property portfolio to seek new development opportunities in accordance with legislation, providing professional advice and delivery of complex property-oriented projects and development schemes, including construction contract management.
 - To provide advice in connection with property development, acquisitions and disposals and management, undertaking option appraisals feasibility studies and delivery of infrastructure and construction projects.

TOWN CENTRES MANAGER

7. A town centres manager would take a pro-active role in the development and revival of the borough's town centres to ensure they are attractive visitor destinations offering a range of shops and services. This would be achieved through working in partnership with local businesses and other key stakeholders with an interest in the prosperity of the town centres, including the Kirkham and St Annes on the Sea Town Councils and the local business groups that represent each centre.
8. It is envisaged that the post will have a wide range of responsibilities from taking responsibility for developing new ideas and initiatives to ensuring the town centres are maintained as attractive welcoming environments.
9. The key tasks identified for the role include:
 - To work with the council's Town Centres Working Group to take forward a coordinated one-council approach to maintaining a high quality town centre experience.
 - To coordinate and facilitate the implementation of the town centre management plans in order to deliver a range of improvements that meet the council's vision for diverse and thriving town centres.
 - To identify and respond to key local town centre issues that impact upon their success.
 - To develop strong relationships with local business and communities
 - To be the council's town centre champion in collaboration with businesses and residents their promotion, marketing and new project development.
10. It is intended that the post would be established on a temporary basis, initially for a period of 3 years, following which the contribution that the role has made to the prosperity of the town centres could be reviewed and the contract extended if it is considered appropriate and funding is available to do so.
11. The salary attached to the post would be established through the Job Evaluation process, but an examination of similar roles indicates that the salary for the post is likely to fall within Spinal Column Points 18-25 (£24,982 to £29,577).
12. Appendix 1 indicates how the post would be integrated into the Regeneration Team.

ECONOMIC DEVELOPMENT OFFICER

13. There is an existing Principal Economic and Regeneration Development Officer Post (ERDO) within the Regeneration Team that takes responsibility for the economic development projects developed and delivered by the team and leads the council's engagement in regional and sub-regional economic initiatives. This existing role also assists with the supervision of the wider Regeneration Team and so has a higher level of responsibility attached. It is considered that the team would benefit from an additional Economic Development Officer that would be available to support the work of the Principal ERDO allowing them to dedicate a greater proportion of their time to developing and delivering strategic projects.
14. The key tasks identified for the proposed role include:
 - To support the delivery and development of projects and initiatives aimed at improving the economic prosperity of Fylde.
 - To assist with the delivery of the Council's Economic Development Strategy and the Covid-19 recovery strategy.
 - To actively engage with stakeholders to encourage the economic sustainability of the district.
 - To assist the Principal Economic Development Officer and Regeneration Team in the formulation and review of strategy, policy and practice relating to the Council's Economic Development Strategy and wider work programme.
 - To assist in the delivery of projects to secure healthy and vibrant town centres providing a range of services to residents and visitors.

- To provide professional advice to the public and Service Areas on matters which contribute to the delivery of the Council's economic development function.
 - To help develop the capacity of key employment sectors and their contribution to the sustainable regeneration and economic prosperity of the borough.
 - To work constructively and actively with other officers and a range of partner organisations to increase employment and wealth generation within the borough.
 - To promote job creation, sustainable self-employment, business growth and workforce skills.
15. As with the Town Centre Manager role, it is intended that the post would be established on a temporary basis, initially for a period of 3 years, following which the contribution that the role has made to the prosperity of the town centres and the wider borough will be able to be reviewed and the contract extended if it is considered appropriate and funding is available to do so.
16. Again, the salary attached to the post would be established through the Job Evaluation process, but an examination of similar roles indicates that the salary for the post is likely fall within Spinal Column Points 18-25 (£24,982 to 29,577).
17. Appendix 1 indicates how the post would be integrated into the Regeneration Team.

FINANCE PROFILE

18. If an appointment is made to these posts during the current financial year, it is expected that the funding for the two posts, including on costs, would be split as follows:
- 2020/21 - £20,000
 - 2021/22 - £81,000
 - 2022/23 - £82,000
 - 2023/24 - £63,000

ENHANCED MAINTENANCE BUDGET

19. The budget available for the maintenance of St Annes Town Centre has been reduced over the years as a consequence of savings that have had to be made across all council budgets. Unfortunately, the impact of the reduced maintenance schedule is becoming apparent with adverse comments having been received from residents, visitors and elected members. Restoring the budget to previous levels will allow the quality of public spaces to be maintained, which is particularly important given the exposure to the elements in this coastal location.
20. It is considered that topping up the maintenance budget by £5,000 in the current financial year and £25,000 in 2021/22 will allow a comprehensive rolling programme of maintenance to be carried out. Responsibility for the upkeep of the public spaces in the town centre rests with a number of services within the council as well as external bodies and private companies and individuals. Co-ordination of effective management of public spaces does not currently fall to a single individual and so it is considered that this programme could be overseen as part of the Town Centres Manager if that appointment is approved.

CONCLUSIONS

21. The establishment of the new posts set out in the report above will assist in the delivery of a number of key ambitions and actions set out in the Corporate Plan 2020/24, as will investing in the maintenance of the open spaces within the town centres. In particular, the proposals will make a significant contribution to the delivery of the following ambitions:

Economy

- Develop & deliver Master Plans for the town centres
- Support and promote appropriate development
- Maximise the use of all council owned assets
- Work with partners to attract new employment and create vibrant economic communities

Environment

- Provide high quality parks and open spaces
- Reduce anti-social behaviour, disorder and crime

Efficiency

- Actively seek feedback to improve service delivery
- Continuously review every service to meet changing customer expectation
- Champion and enhance the reputation of the council
- Keep customers informed through open and transparent communication

Tourism

- Deliver and support a diverse programme of events across the Fylde coast and countryside
- Develop and promote unique destination points across the coast and countryside
- Support and facilitate heritage and arts

22. If the Planning Committee agree with the above proposals, Finance and Democracy Committee will be asked to approve a number of budget increases which total £366,000 (split across 3 years) to be met from the funding volatility reserve in order to fund the proposed posts and top up the town centre maintenance budget.

IMPLICATIONS	
Finance	This report proposes that the Finance & Democracy Committee be recommended to approve a number of revenue funded budget increases in respect of the staff resource for the Council’s economic development function, to support the Blackpool Airport Enterprise Zone and to provide an enhanced budget for St Annes town centre maintenance, as set out in the report, each to be met from the Funding Volatility Reserve.
Legal	None
Community Safety	None
Human Rights and Equalities	None
Sustainability and Environmental Impact	None
Health & Safety and Risk Management	None

LEAD AUTHOR	CONTACT DETAILS	DATE
Mark Evans	Mark.evans@fylde.gov.uk & Tel 01253 658460	October 2020

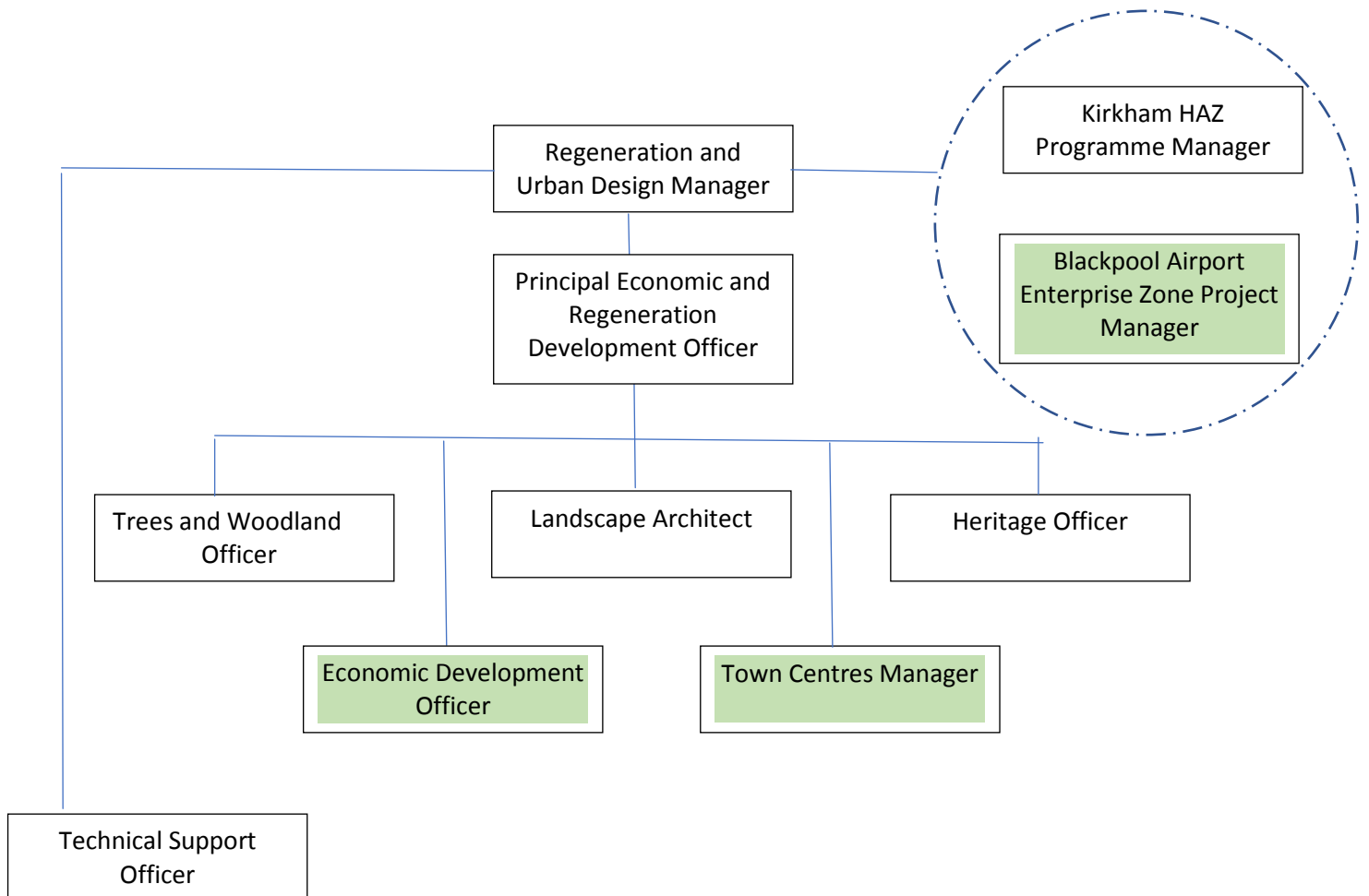
BACKGROUND PAPERS		
Name of document	Date	Where available for inspection
None		

Attached documents

Appendix 1 - Proposed Regeneration Team Structure

Appendix 1

Proposed Regeneration Team Structure (new/revised posts indicated in green)



DECISION ITEM

REPORT OF	MEETING	DATE	ITEM NO
DEVELOPMENT SERVICES DIRECTORATE	PLANNING COMMITTEE	11 NOVEMBER 2020	5
KIRKHAM AND WESHAM STATION PARK AND RIDE FACILITY			

PUBLIC ITEM

This item is for consideration in the public part of the meeting.

SUMMARY

A feasibility study has been commissioned to consider the options available to provide a park and ride car park at Kirkham and Wesham Station. This report sets out the options that have been considered, requests committee to confirm the preferred option, to agree to ring fence section 106 funds to contribute to the delivery of the car park facility and to authorise officers to explore gap funding options that will allow the project to be delivered.

RECOMMENDATIONS

1. That the committee note the findings of the feasibility study and confirm Option C as the council's preferred option.
2. That Sn106 funds identified for improvements to sustainable transport outlined in the report be allocated to the delivery of the proposed park and ride scheme.
3. That officers be requested to explore additional funding sources available to deliver the proposed park and ride facility.

SUMMARY OF PREVIOUS DECISIONS

On 12 June 2019, Planning Committee resolved:

1. To recommend to Finance and Democracy Committee approval of a fully-funded increase to the Capital Programme in the sum of £15,000 for 2019/20 for the Kirkham and Wesham Station Car Parking Options and Design Report, to be met in full from S106 developer contributions for delivery of improvements at the railway station currently held by the Council for this purpose;
2. To authorise the proposed expenditure in respect of the GRIP 3 Options and Design Report in the total sum of £15,000 as detailed within the report; and
3. To authorise officers to work with staff from Network Rail, Northern Rail and officers of Lancashire County Council in order to explore options to deliver additional car parking facilities at the station ahead of reporting findings back to the Planning Committee.

On 24 June 2019, Finance and Democracy Committee resolved:

1. To approve of a fully-funded increase to the Capital Programme in the sum of £15,000 for 2019/20 for the Kirkham and Wesham Station Car Parking Options and Design Report, to be met in full from S106 developer contributions for delivery of improvements at the railway station currently held by the Council for this purpose; and
2. To authorise the proposed expenditure in respect of the GRIP 3 Options and Design Report in the total sum of £15,000 as detailed within this report.

CORPORATE PRIORITIES

Economy – To create a vibrant and healthy economy	√
Environment – To deliver services customers expect	√
Efficiency – By spending money in the most efficient way	√
Tourism – To create a great place to live and visit	

REPORT

1. At the meeting of the Planning Committee on 12 June 2019, Members resolved to commission a feasibility study to examine the options to provide additional parking facilities at Kirkham and Wesham Station. Due to uncertainties regarding the future of the rail operator’s franchise, there was a delay in commissioning the report.
2. An early screening of potential locations to provide the parking facility ruled out a number of sites on land outside the railway holding with the report considering four options in detail, all on land to the north of Platform 3. Network Rail have now confirmed that they have no other operational requirement for this land and so it is possible to move the project to the next stage.
3. The feasibility study has now been completed to GRIP¹ (Governance for Railway Investment Projects) Stage 2 and considers: viability of proposal, physical feasibility, operational feasibility, issues that would prevent implementation, provision of drawings required to illustrate the proposed option, provide high-level cost estimates for the proposed options including any additional requirements to the existing infrastructure
4. The feasibility study is attached as appendix 1 to this report, but in summary the 4 options considered are:

Option	Description	Cost (£)	+20 spaces option (£)
Option A	70 parking spaces single row	1,634,448	n/a
Option B	80 parking spaces double row	1,653,395	322,700
Option C	80 parking spaces double row	1,636,797	322,700
Option D	50 parking spaces single row	1,700,308	n/a

5. The report concludes that Option C, which would provide for 80 parking spaces of which 5% would be accessible spaces, would be the most obstacle free proposal, represent the best value for money, remove risks associated with the construction of a retaining structure and provide a buffer zone to adjacent residential properties. In addition, this option would produce a more compact car park with a more efficient use of land and the potential to increase provision by an additional 20 spaces. Two runs of lighting columns to the outsides of parking spaces would be provided along with CCTV coverage of the car park & pedestrian routes and a solid fence to the north side of car park to prevent headlight nuisance to residents.

¹ Network Rail developed the GRIP (Governance for Railway Investment Projects) process to manage and control investment projects. GRIP divides a project into eight distinct stages. The overall approach is product, rather than process, driven and, within each stage, an agreed set of products is delivered.

6. Sn 106 monies totalling £479,000 have been secured through section 106 agreements as follows:

Application Reference	Site	Amount Due (£)
06/1083	Kirkham Service Station	20,000
13/0655	Mill Farm	125,000
14/0779	Mowbreck Lane II	164,000
15/0547	Brook Farm	170,000
Total		479,000

The terms of each of the agreements would allow the funds to be spent on the delivery of a park and ride facility. However, the majority of these funds have not yet been received by the council as they are only due to be paid as the developments reach certain trigger points.

7. The breakdown of the costs associated with delivering the project are as follows:

Stage	Cost (£)
GRIP Stage 3	98,000
GRIP Stage 4 & Grip Stage 5 Contract Preparation (to get to a tendered D&B contract)	165,000
GRIP 5-8 D&B	1,373,797
Total	1,636,797

8. Clearly there is a considerable gap between the monies that will become available as section 106 payments are made and the projected cost of delivering the project. Whilst it may be possible to deliver the project on a phased basis, the funds available would not be sufficient to deliver an initial phase and the overall cost of the scheme would be higher. At this stage, the phased delivery of the car park is not considered to be the preferred option and it will be necessary to identify additional funding if the project is to be delivered.
9. Members are requested to ‘ring fence’ the monies identified in the Section 106 agreements set out above to deliver this project and to authorise officers to explore opportunities to secure funding to deliver the project. Should it become apparent that funding is not available from elsewhere or that there will be a significant delay in securing that funding, a further report will be placed before committee to ensure the Sn 106 monies are spent on delivering other sustainable transport initiatives or to consider delivery of the car park on a phased basis.
10. Northern Rail have indicated that, if the car park facility can be provided, they would take responsibility for the management of the facility and that use of the car park would be free of charge for rail users. Accordingly, there would be no ongoing revenue cost to the council.

IMPLICATIONS	
Finance	This report provides an update on the proposed park and ride car park at Kirkham and Wesham Station and the allocation of suitable s106 developer contributions to the scheme. Further funding will need to be identified if the scheme is to progress but there are no further financial implications at this stage.
Legal	The use of the funding for the purposes identified would be within the purposes of the section 106 agreements referred to in the report.
Community Safety	None
Human Rights and Equalities	None
Sustainability and Environmental Impact	The provision of a park and ride facility would allow passengers to access the rail network and so would encourage and allow better use of a sustainable means of transport.
Health & Safety and Risk Management	None.

LEAD AUTHOR	CONTACT DETAILS	DATE
Mark Evans	mark.evans@fylde.co.uk & Tel 01253 658460	October 2020

BACKGROUND PAPERS		
Name of document	Date	Where available for inspection
None		

Attached documents

Option Selection Report for a Passenger Car Park, Kirkham and Wesham Station.

Option Selection Report

For a Passenger Car Park

Kirkham and Wesham Station



Prepared by:

	Name:	Gary Seed
	Job Title:	Architectural CRE
	Date:	21 st May 2020

Sign off:

Agreed by: (Route Sponsor)	Agreed by: (Designated Project Engineer)

Agreed by: (Route Sponsor)	Agreed by: (Designated Project Engineer)

Agreed by: (Train Operating Company)



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Issue Record

Issue	Date	Comments
P01	21/05/2020	Issued for comment
P02	22/05/2020	Delivery costs included
P03	29/05/2020	Issued following final consultation meeting 28/05/2020
P04	02/06/2020	Final Issue

1. Project objective and introduction

Seed Architects has been commissioned by Northern Trains Limited to undertake and Option Selection (Grip Stage 2) Report at Kirkham and Wesham Station on behalf of Fylde Borough Council. The purpose of the project proposal recommended in this report is to introduce within the Network Rail controlled infrastructure a passenger car park for use by rail users and be fully accessible from the station.

Objectives of this report should be to determine the safest and most economical means of providing an agreed number of parking spaces within the confines of the Network Rail ownership and with minimal impact upon the station's neighbours.

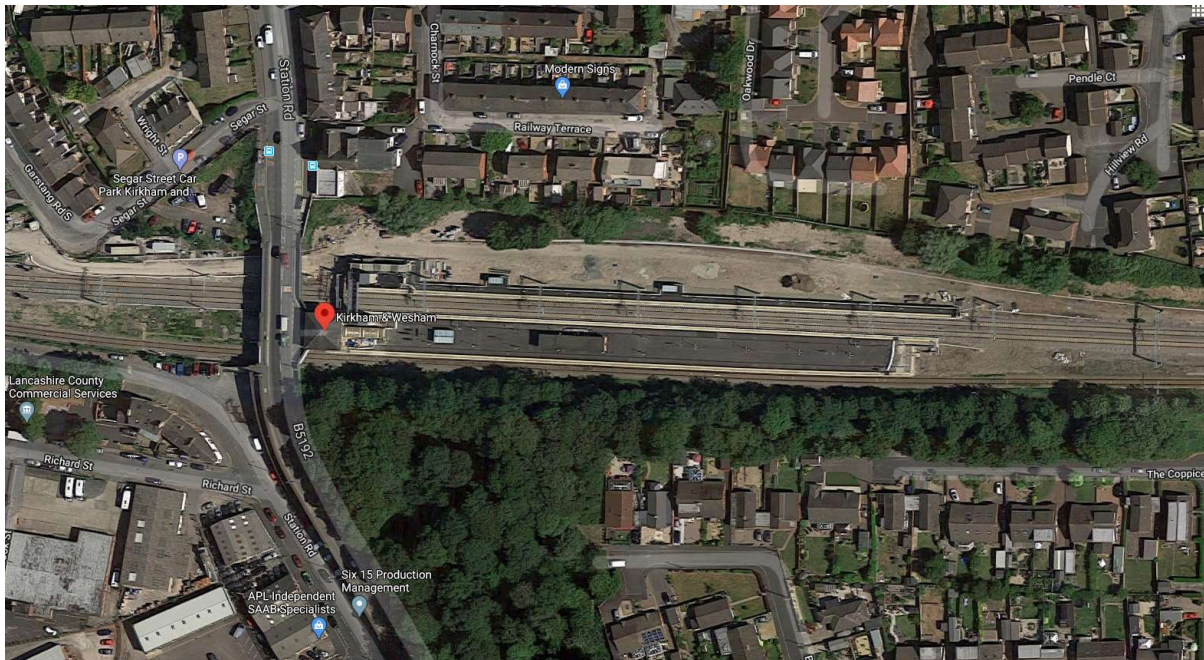
Kirkham and Wesham Station is located within a slight cutting bounded by buildings to the North and South with currently only pedestrian access off Station Road and no parking provision at the station. Station users currently park on the surrounding residential and commercial fronted streets which brings with it complaints from the local residents.

Deliverables

This Grip Stage 2 report is to identify a suitable engineering solution, principally covering:

- Viability of proposal
- Physical feasibility
- Operational feasibility
- Issue to consider that would prevent implementation
- Any drawings required to illustrate the proposed option
- Provide high-level cost estimates for the proposed options including any additional requirements to the existing infrastructure

2. Existing station context



The existing station consists of 3 platforms running East to West with Platform 1 to the South and the recently added Platform 3 to the North. Pedestrian access is via the station building located at the elevated Station Road bridge level which leads down to platforms 1, 2 & 3 by way of stairs and lifts. The lines to platforms 2 & 3 are overhead electrified.

Bounding the station are commercial units to the South West, residential areas to the North West, North and South with a wooded public park immediately to the South. A small privately owned pay-and-display car park is located to the North West of the station between Station Road and Segar Street which has no affiliation to the Network Rail controlled infrastructure.

Lineside access for the purpose of the electrification works was gained off the highway at the junction of Garstang Road and Segar Street, at which point the level difference is minimal. Topographically the site boundary to the North of the station increases in height toward the houses by approximately 2m immediately to the North of the platform 3 stairs – this reduces to approximately 1m running East of this location.

The focus of this study is in providing a car park within the land between platform 3 and the Northern site boundary with vehicular access only available from Segar Street. Pedestrian access from the car park to platform 3 directly.

3. Options considered

3.1 Options taken forward

Following the inception meeting 15th April 2020, site visit and options workshop meeting 7th May 2020 the following options for provision of the car park have been identified:

Option A – 70 parking spaces single row

Option B – 80 parking spaces double row

Option C – 80 parking spaces double row

Option D – 50 parking spaces single row

Option A – 70 parking spaces single row

- 4.8m wide two-way access roadway with a run of lighting columns to one side
- Collision barriers and secure fencing required to prevent trespass onto operational land
- 4m min. radius off Segar Street will limit size of vehicles to generally non-commercial
- 70 space car park including 5% accessible spaces
- Ramp and steps to access Platform 3
- Car park is located 7m away from the Northern site boundary – advantage of no retaining walls and some separation from neighbours
- Disruption to lineside trunking that will require redirecting for circa 250m but could remain open access behind secure fence line or ducted under the car park
- Car park lighting single run of lighting columns
- CCTV to car park & pedestrian routes
- Solid fence to North side of car park to prevent headlight nuisance to residents

Option B – 80 parking spaces double row

- More compact car park & more efficient
- 80 spaces indicated including 5% accessible spaces – this can be increased to say 100 spaces?
- Car park is 2-2.5m away from the Northern site boundary – likely retaining structure required and light / noise pollution needs addressing. 2m high retaining wall for 60m.
- Disruption to lineside trunking that will require redirecting for circa 180m but could remain open access behind secure fence line or ducted under the car park
- Car park lighting two runs of lighting columns to outsides of parking spaces
- CCTV to car park & pedestrian routes
- Solid fence to North side of car park to prevent headlight nuisance to residents

Option C – 80 parking spaces double row

- 80 spaces and layout as Option B
- Locates the spaces Eastwards and closer to the rear of platform 3 so as to increase the distance from the Northern site boundary to 6m and negate the need for a retaining wall

Option D – 50 parking spaces single row

- Single row of parking spaces and as Option A but with just 50 spaces
- Located Eastwards with additional separation to the Northern site boundary
- Considered to use of 3rd party land to improve the junction off Segar Street

3.2 Options rejected

Location of the car park to the South

The area immediately to the South of the station was considered for the car park and rejected for a number of reasons including a protected public park, outside of Network Rail ownership and requiring an additional footbridge link to the station.

Use of private car park off Segar Street

Either the use of the land which is relatively small or access through for the car park entrance rejected as being of little benefit to the scheme and involving the purchase of 3rd party land.

Use of Biscuit factory land

Part of Option D considered the creation of a shared access off Segar Street to improve the junction. This was rejected as providing minimal / no improvement to the entrance and requiring agreement with a 3rd party.

4. Capital cost estimates

The project baseline cost estimate for the options evaluated in the workshop are given below. The procurement route assumed for this project is via the TOC.

Option A	70 parking spaces single row	£ 1,634,448	
Option B	80 parking spaces double row	£ 1,653,395	+20 spaces £ 322,700
Option C	80 parking spaces double row	£ 1,636,797	+20 spaces £ 322,700
Option D	50 parking spaces ingle row	£ 1,700,308	

Summary of Group Element Costs					
RMM Vol 1 Ref	Group Element	Option A	Option B	Option C	Option D
1	Direct Construction Works	£688,954	£696,939	£689,944	£716,713
2	Indirect Construction Works	£228,044	£230,687	£228,372	£237,232
3	Project Management, Design and Other Project Costs	£293,439	£296,840	£293,861	£305,263
4	Risk @ 30%	£363,130	£367,340	£363,650	£377,760
5	Inflation @ 3.9%	£60,880	£61,590	£60,970	£63,340
	ANTICIPATED FINAL COST INCLUDING INFLATION	£1,634,448	£1,653,395	£1,636,797	£1,700,308
	<u>Principle Quantities</u>				
	Surface Area	2850 m2	2350 m2	2505 m2	3055 m2
	No. of Parking Bays	70	80	80	50
	<u>Average Rates</u>				
	Cost / m2	£573 / m2	£704 / m2	£653 / m2	£557 / m2
	Cost per Parking Bay	£23,349 / bay	£20,667 / bay	£20,460 / bay	£34,006 / bay
	RANKING	3	2	1	4

5. Option selection

Option selected for obstacle-free route	Option C
Summary explanation for choice	
Option C represents the best value for money, less risk not requiring a retaining structure and with a buffer zone to the residential units.	

Delivery Route Proposed	Network Rail Train Operating Company Other (Delete as appropriate)	Train Operating Company	
Maintainer of the structure		Train Operating Company	

6. Constructability statement

The proposal to insert a new car park alongside the existing platform 3 with tight access off Segar Street presents challenges of access and constructability, but following the recent electrification and platform 3 construction works are certainly achievable.

The target area is relatively level with little envisaged in the form of cut and fill or temporary / permanent retaining structures. The proposed access road is within close proximity to the running lines with plant and buried lineside services evident and requiring careful consideration both during construction and operation.

Construction of the car park green zone should present few challenges although consideration of the OLE columns to the rear of platform 3 need to be considered during construction and operation. Minor modifications to the platform 3 for new ramp and stepped access from the car park will be required.

Existing CCTV and PA systems should be extended to cover the new areas of car park and pedestrian routes as should the location(s) of any new TVM locations. New lighting to the car park and access road will need to carefully consider light pollution restrictions affecting the residential zone to the North of the station, but additional planting to the buffer zone should assist with this.

7. Considerations for the next stages

As discussed at the final meeting the following need consideration going forward:

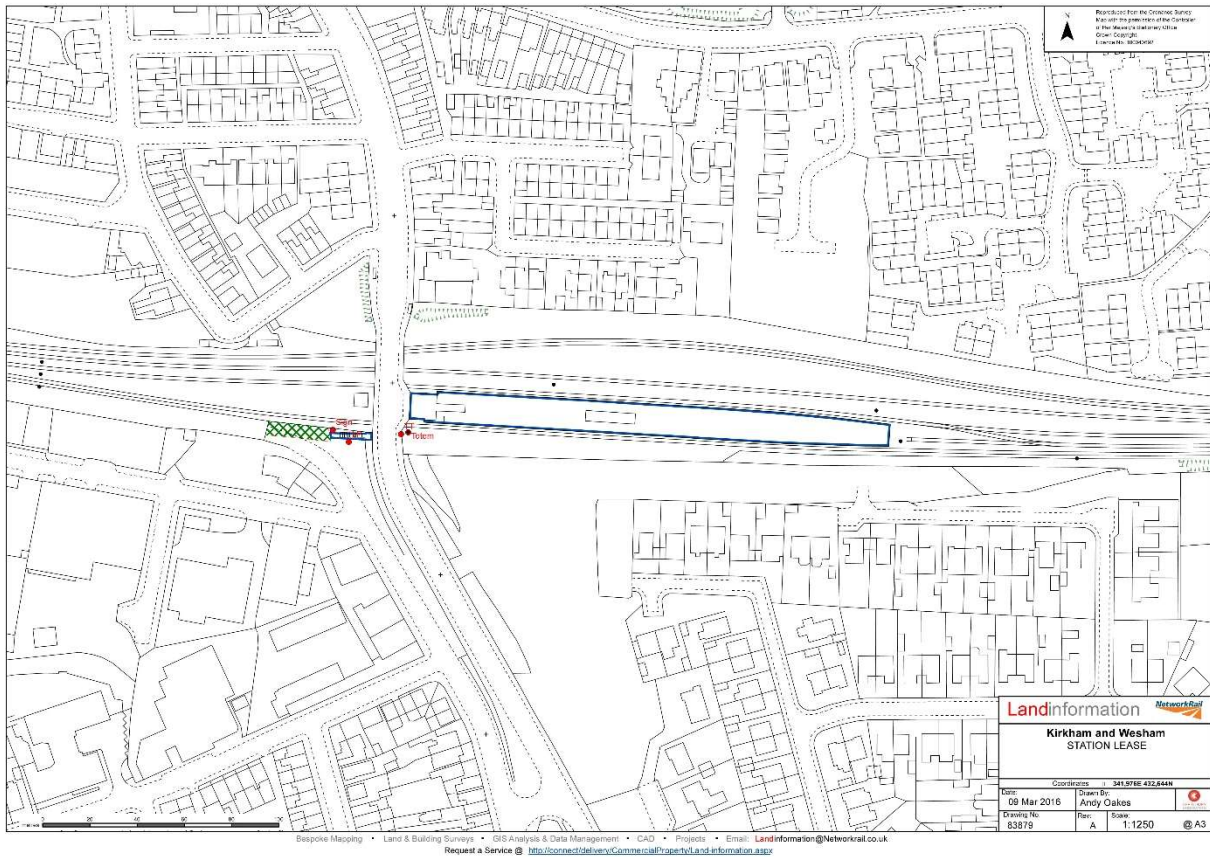
- The introduction of an entry point height restrictor to the highway junction off Segar Street;
- Approvals requirements for the highways connection and Permitted Development rights for the scheme;
- Mining report and statutory searches.

8. Consultation

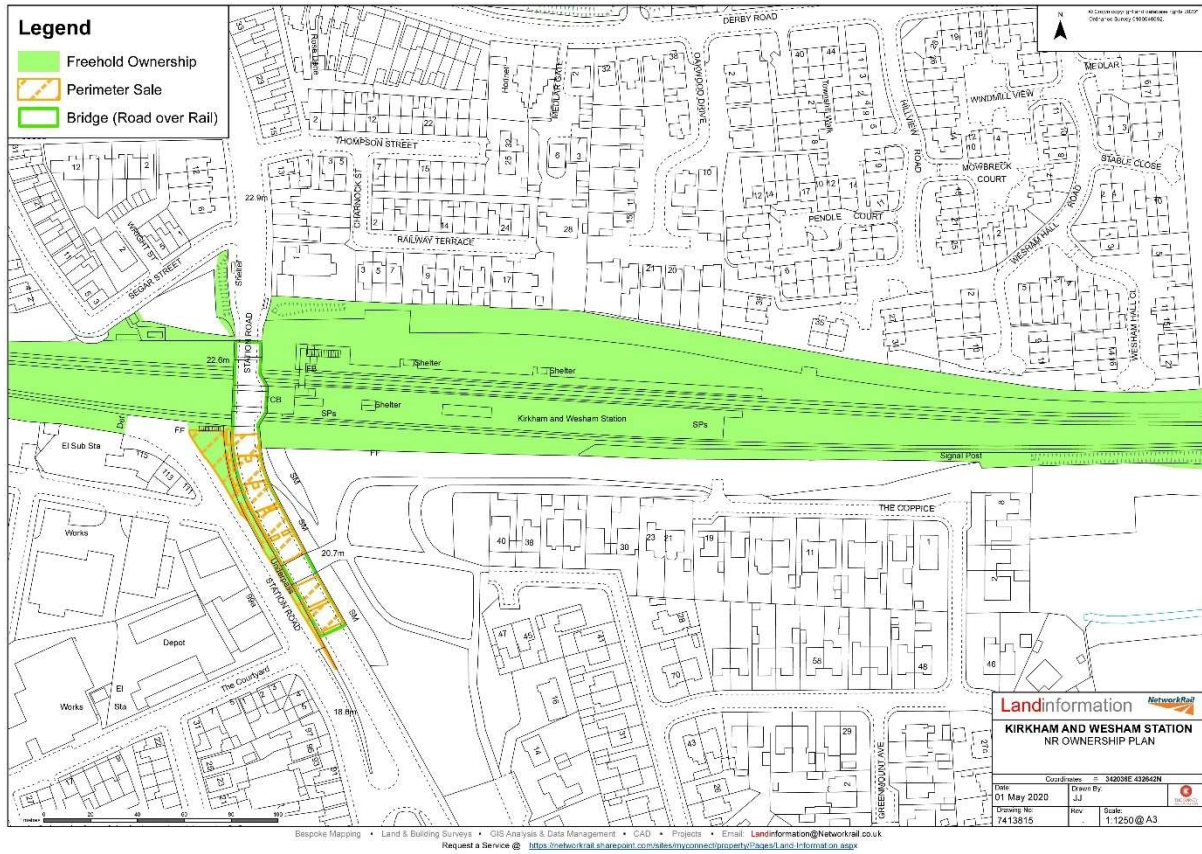
The following representatives have been consulted during the option selection process:

Organisation - Title	Name	Attended consultation workshop
Fylde Borough Council	Mark Evens	Yes
Fylde Borough Council	Andrew Stell	
Northern Trains Limited	Steve Kilby	Yes
Northern Trains Limited	Mick Elliot	Yes
Northern Trains Limited	Euan Hilton	Yes
Northern Trains Limited	Owain Roberts	Yes
Northern Trains Limited	Martin Keating	Yes
Network Rail	Rory Kingdon	Yes
Network Rail	Simon Smith	
Network Rail	Maisie Hogan	
South Fylde Line CRP	Tony Ford	
Lancashire County Council	Andrew Varley	

Appendix A - LEASE plan showing boundaries



Northern Trains Limited lease plan – requires updating following completion of the platform 3 and AfA works.



Network Rail Ownership

Appendix B - Photographs of the station

Existing site photos (April 2020):



Towards the vehicle entry point



At the vehicle entry point – approximate drop of 400mm down to lineside



Proposed vehicle access road – approximately 6.5-7.0m clear width between structure



Proposed car park area – generally level with height increase to houses say 1m



Proposed car park area – generally level with height increase to houses say 2m

Appendix C - Sketch plans of current station and options

Refer to the following drawings:

3183-001 P01 Existing Site Plan

3183-010 P01 Option A Site Plan

3183-011 P01 Option B Site Plan

3183-012 P01 Option C Site Plan

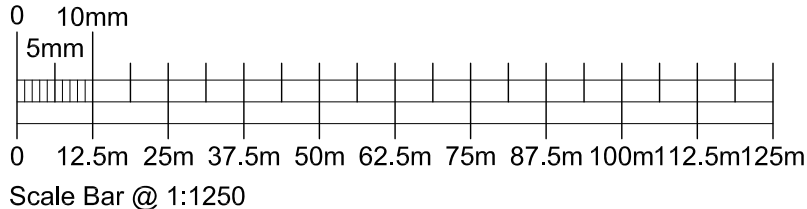
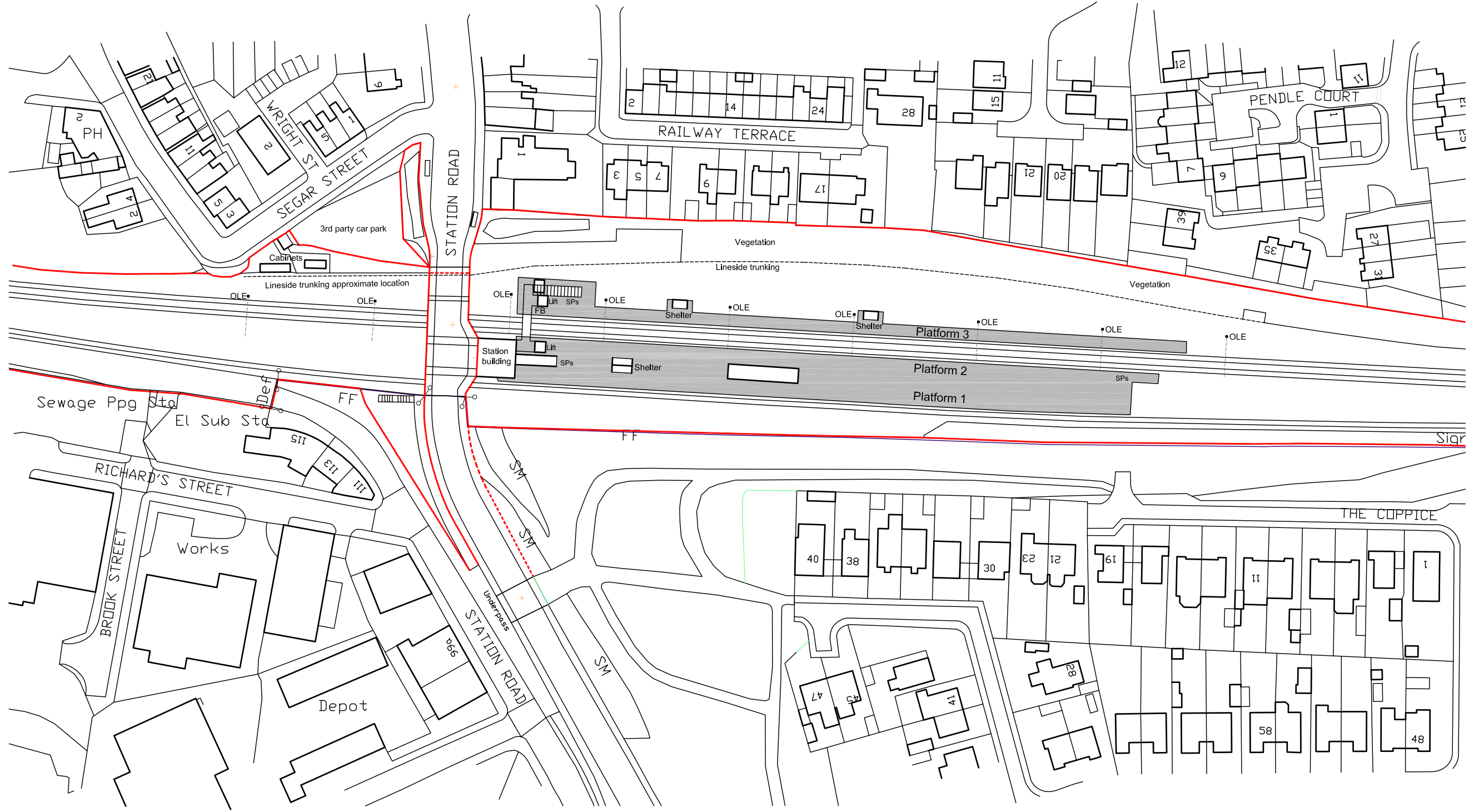
3183-013 P01 Option D Site Plan



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STATUS
FOR OPTIONS REPORT

NOTES:
OLE and services trough locations are approximate only. Site data taken from Ordnance Survey.
Red line - Network Rail Ownership



P01	07.05.20	Updated following workshop	GS
no.	date	revision details	by

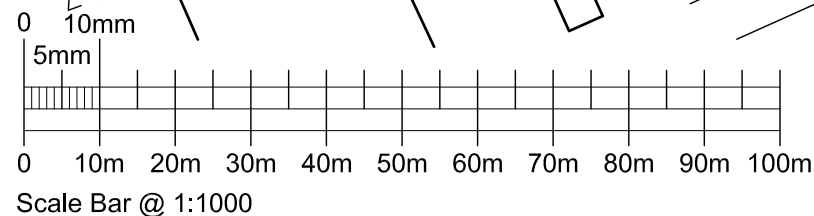
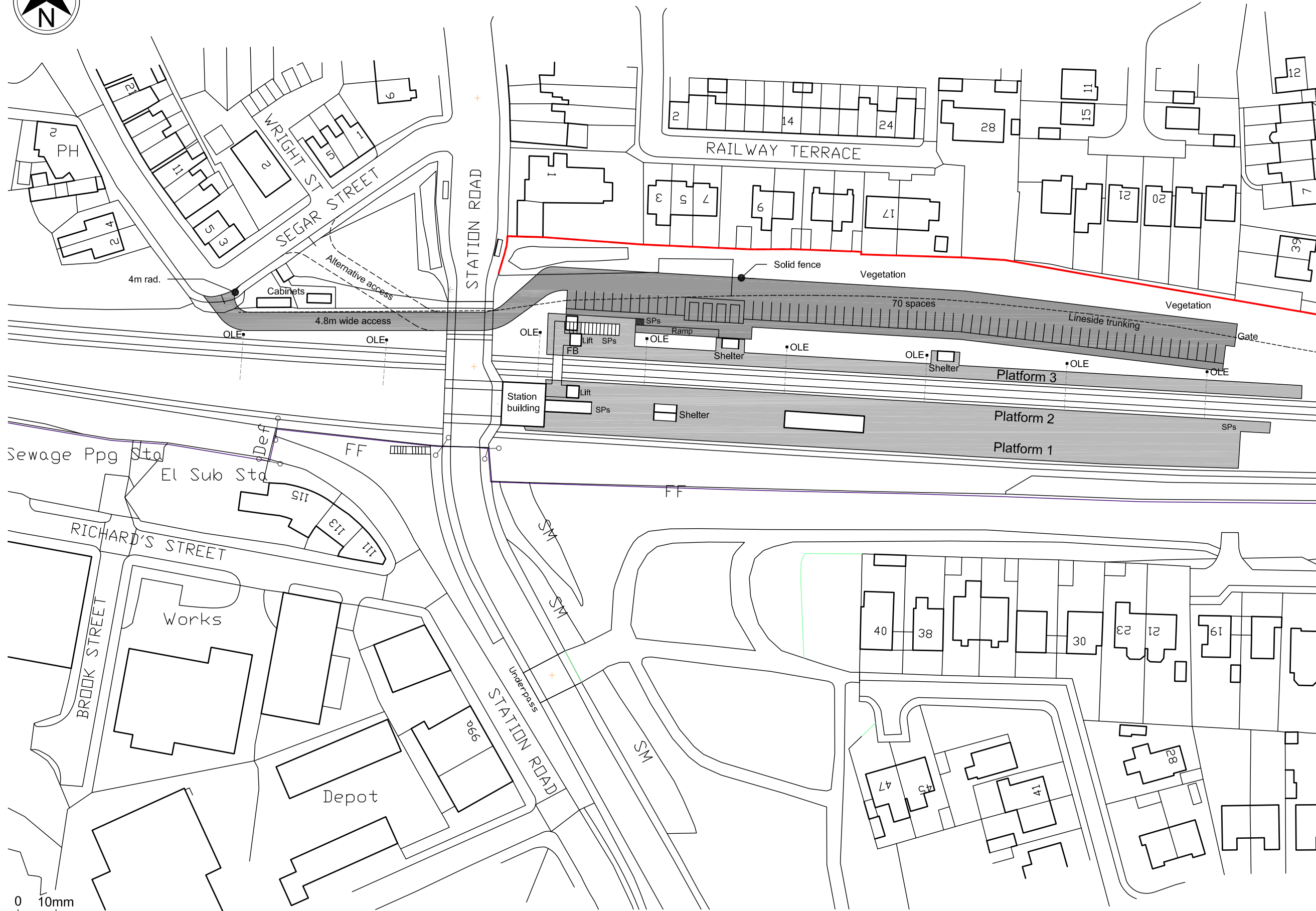
SEEDY Architects
The Old Police Station
62 Chapel St
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M3 7AA
• T: 0161 832 5750 • E: office@seedarchitects.co.uk •



job title
**KIRKHAM & WESHAM
STATION CAR PARK**

drawing title
EXISTING SITE PLAN

scale	drawn by	sheet size	date
1:1250	LP	A3	05/20
job no.	drawing no.	revision no.	
3183	001	P01	



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STATUS
FOR OPTIONS REPORT

NOTES:
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P01	07.05.20	Updated following workshop	GS
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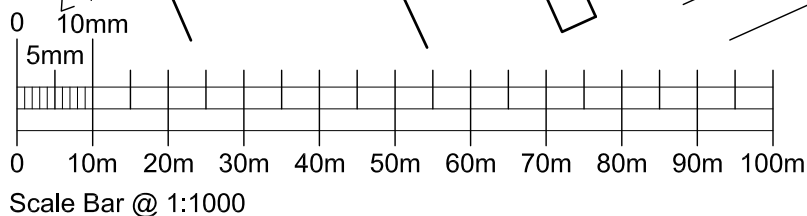
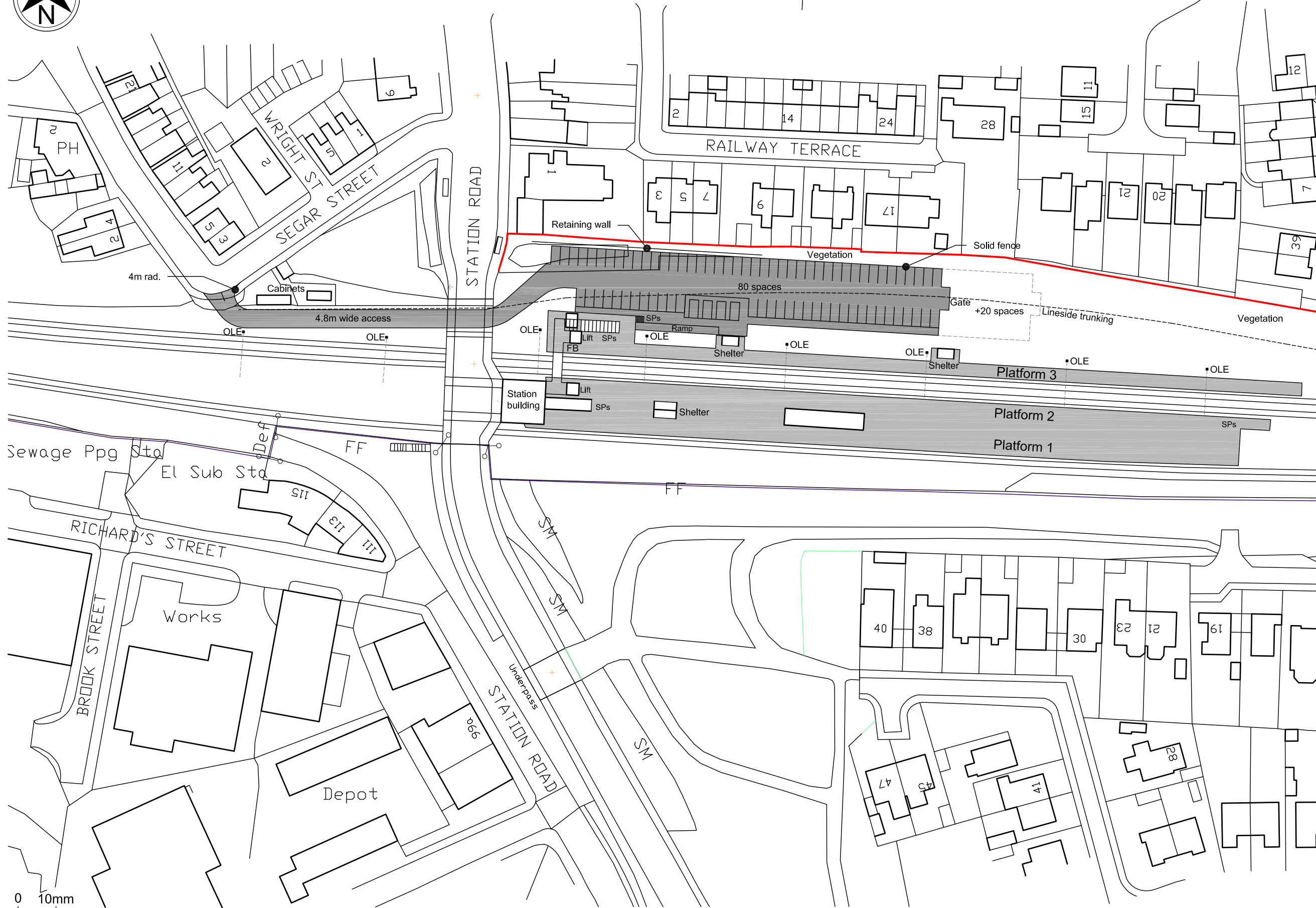
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job title
**KIRKHAM & WESHAM
STATION CAR PARK**

drawing title
**PROPOSED LAYOUT
OPTION A**

scale	drawn by	sheet size	date
1:1000	LP	A3	05/20
job no.	drawing no.	revision no.	
3183	010	P01	



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STATUS
FOR OPTIONS REPORT

NOTES:
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no.	date	revision details	by
P01	07.05.20	Updated following workshop	GS

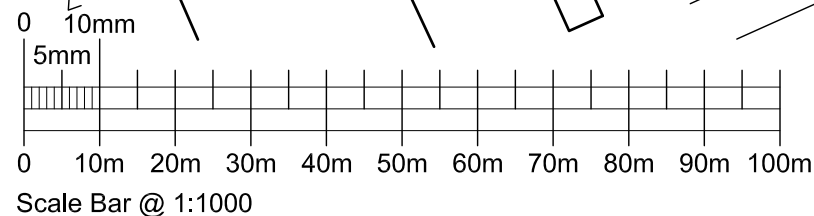
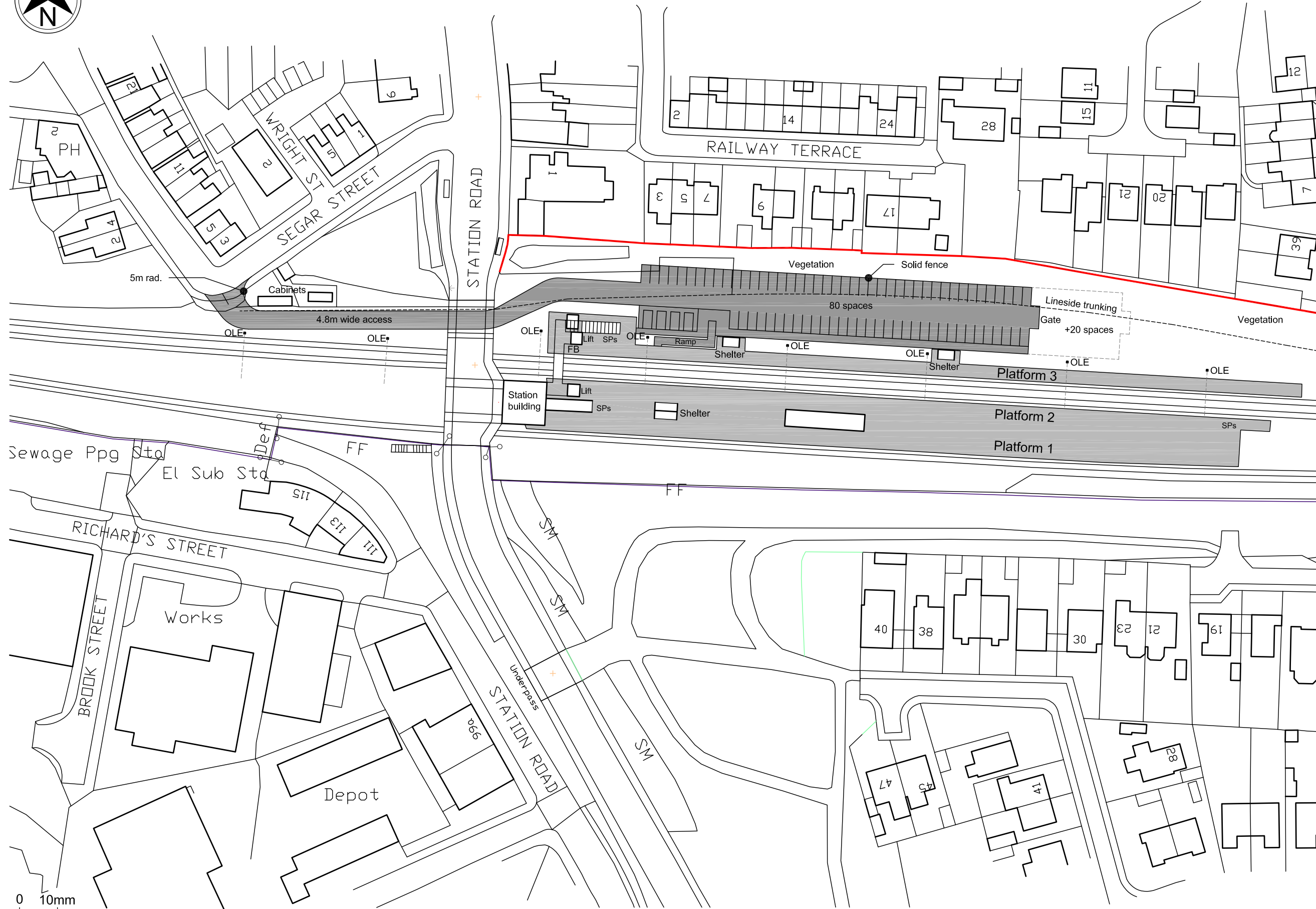
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• T: 0161 832 5750 • E: office@seedarchitects.co.uk •



job title
**KIRKHAM & WESHAM
STATION CAR PARK**

drawing title
**PROPOSED LAYOUT
OPTION B**

scale	drawn by	sheet size	date
1:1000	LP	A3	05/20
job no.	drawing no.	revision no.	
3183	011	P01	



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STATUS
FOR OPTIONS REPORT

NOTES:
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no.	date	revision details	by
P01	07.05.20	Updated following workshop	GS

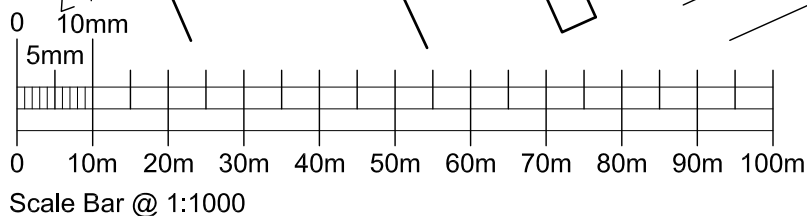
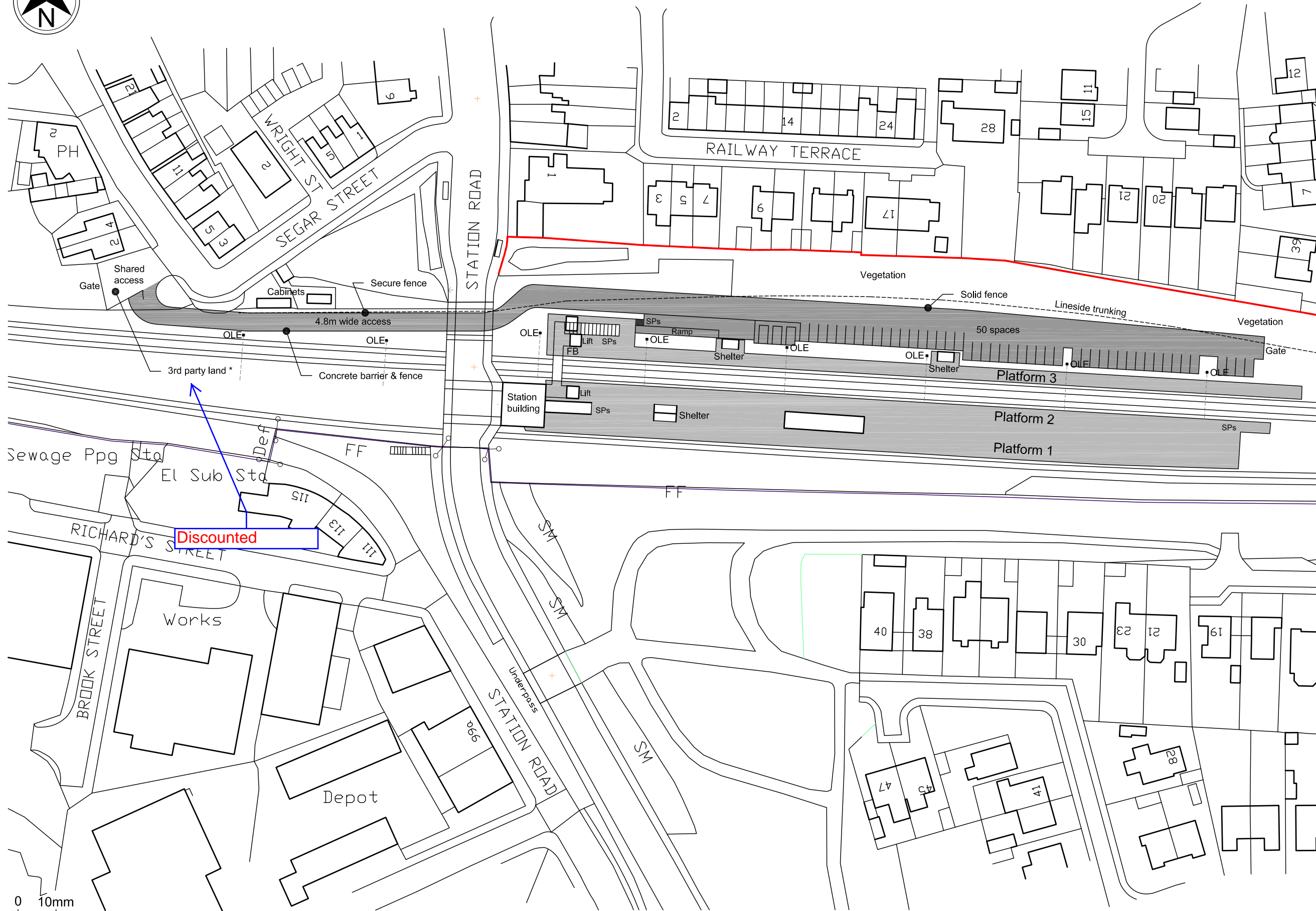
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job title
**KIRKHAM & WESHAM
STATION CAR PARK**

drawing title
**PROPOSED LAYOUT
OPTION C**

scale	drawn by	sheet size	date
1:1000	LP	A3	05/20
job no.	drawing no.	revision no.	
3183	012	P01	



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STATUS
FOR OPTIONS REPORT

NOTES:
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no.	date	revision details	by
P01	07.05.20	Updated following workshop	GS

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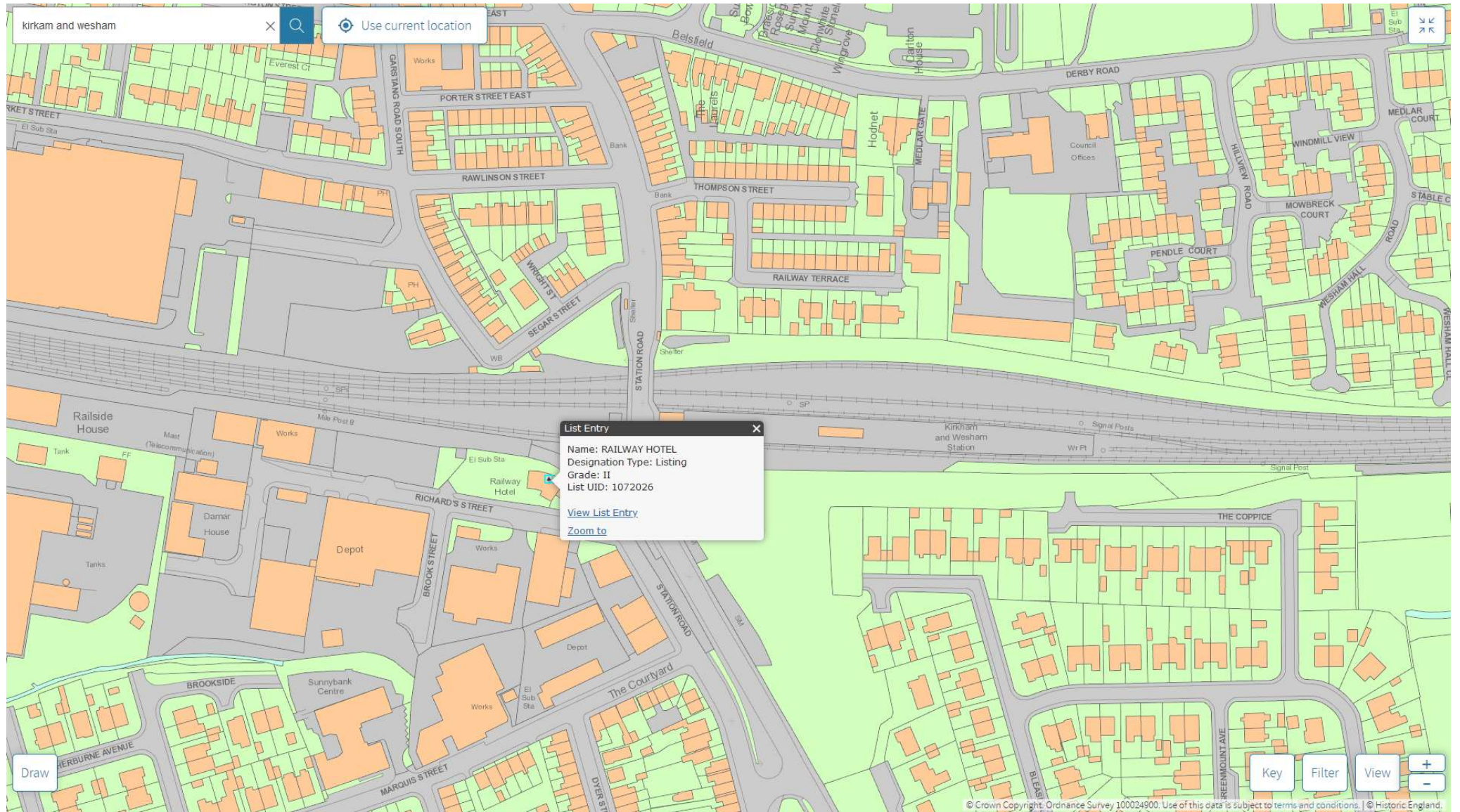
job title
**KIRKHAM & WESHAM
STATION CAR PARK**

drawing title
**PROPOSED LAYOUT
OPTION D**

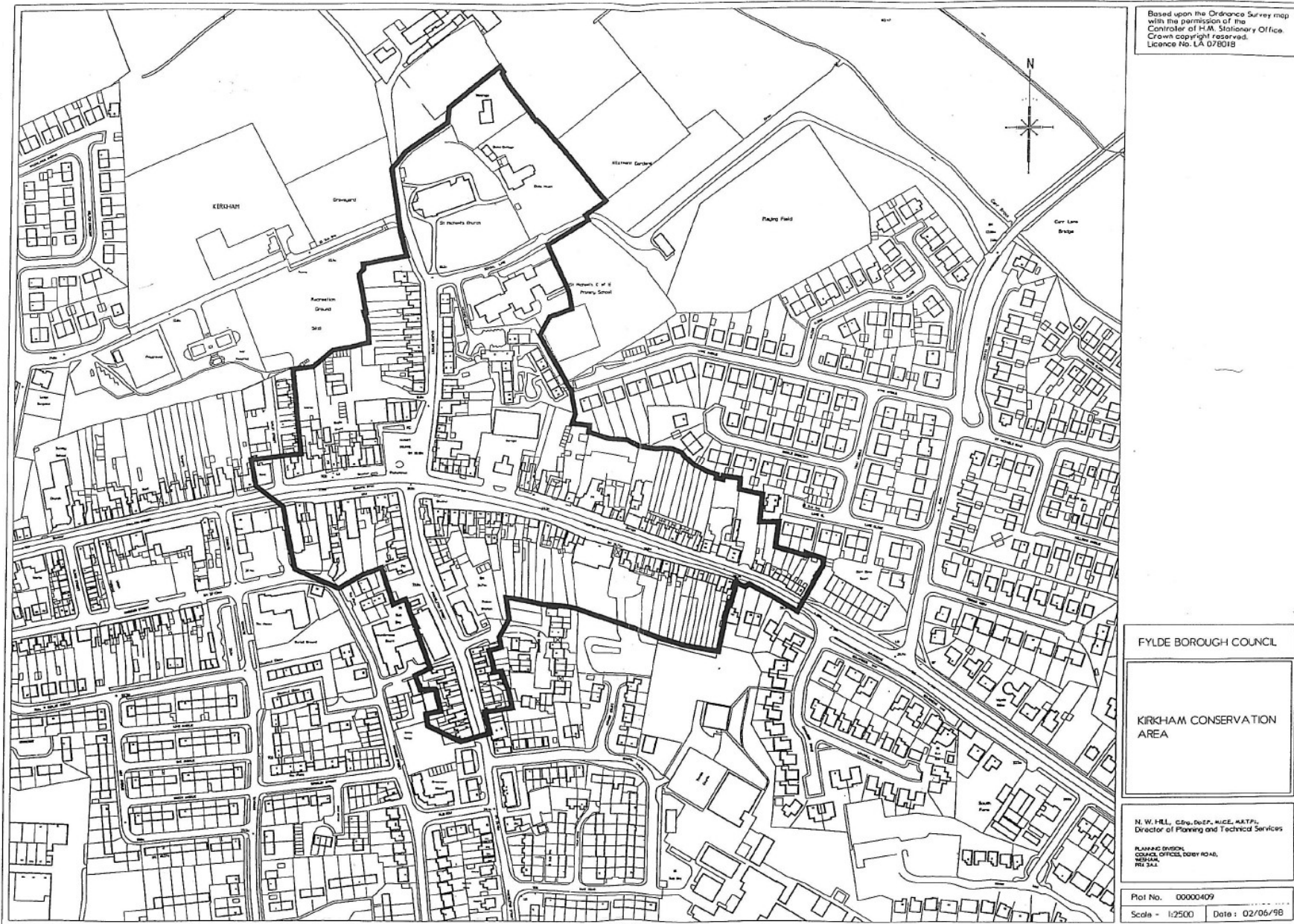
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job no.	drawing no.	revision no.	
3183	013	P01	

Appendix F - Planning Constraints Data

Listed Buildings

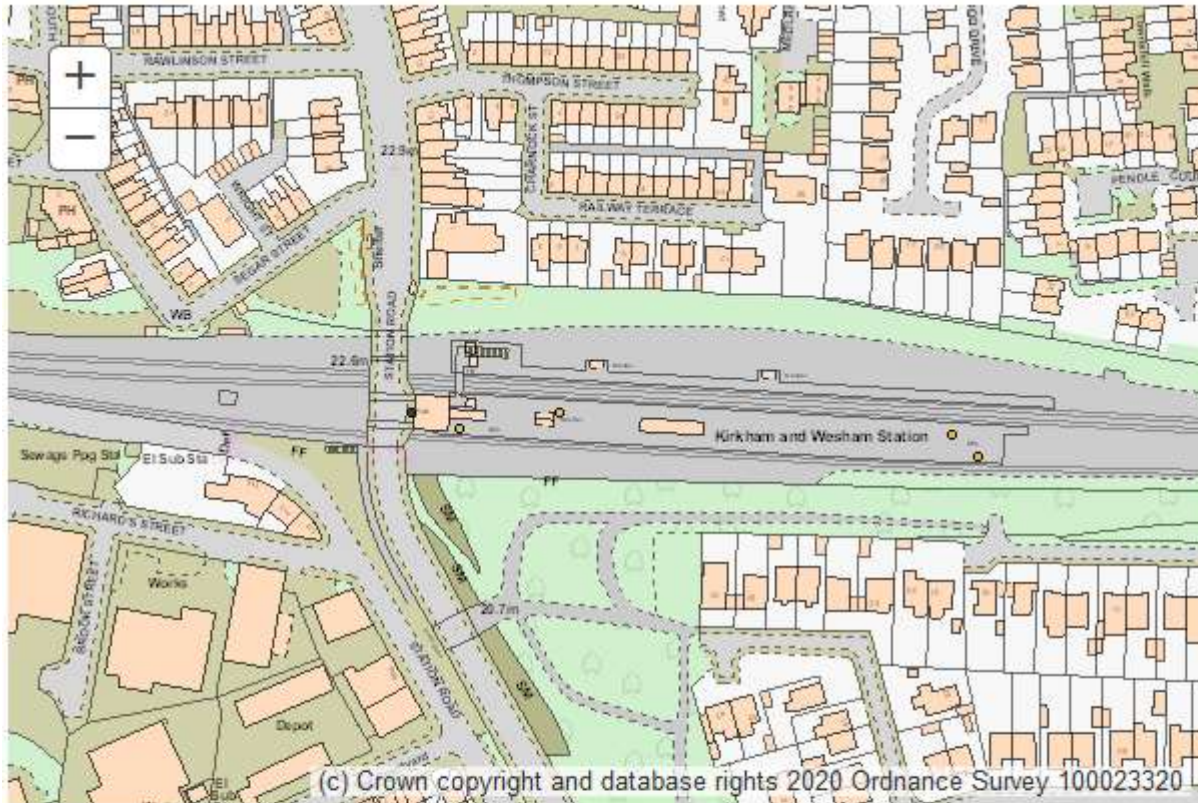


Conservation Area



Closest Conservation Area to the station

Public Rights of Way



Kirkham

Find

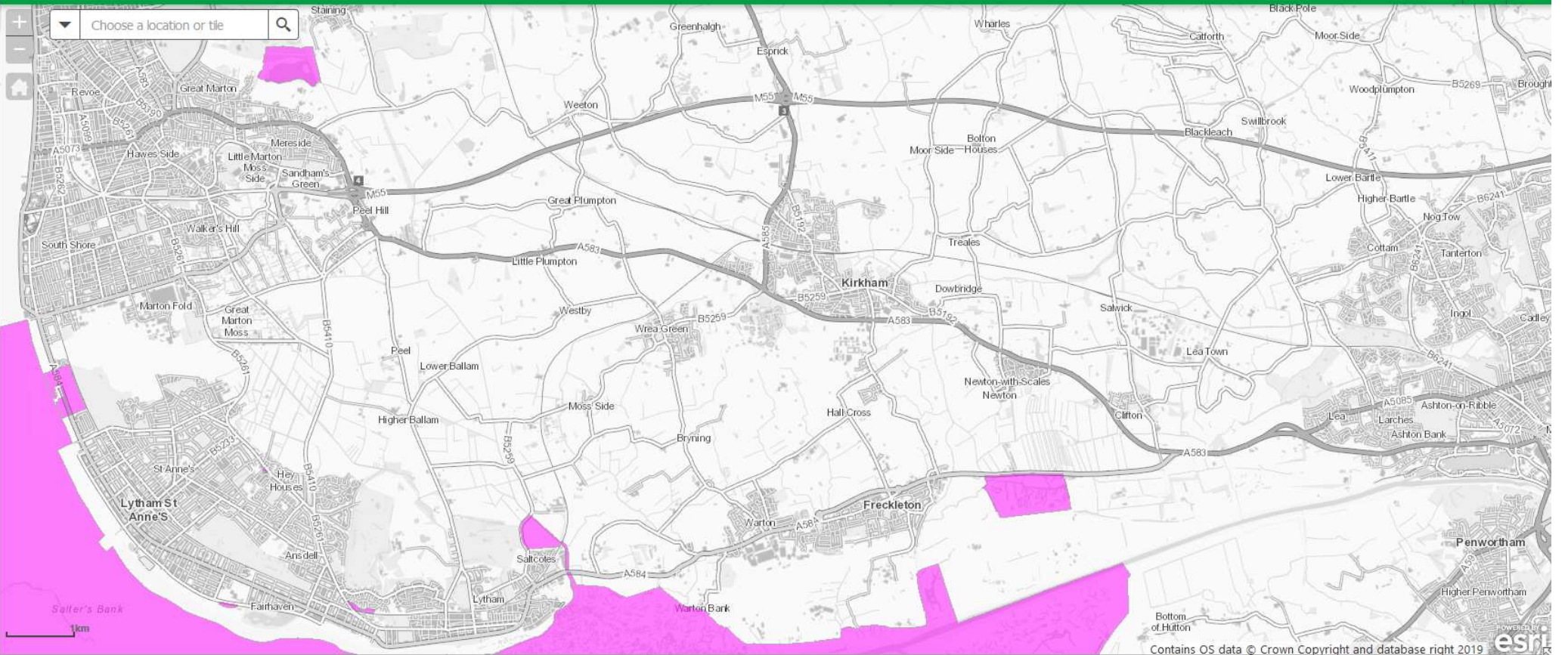
Legend

- Footpath - walkers (runners, joggers etc)
- Bridleway - walkers, horse riders and pedal cyclists
- Restricted byway - as bridleway plus horse-drawn vehicles (all non-motorised users)
- Byway open to all traffic - anyone, although it may not be suitable or passable for some
- Temporary closure
- Current Application for Definitive map modification order
- Closed Application for Definitive map modification order
- Application for Public Path Order

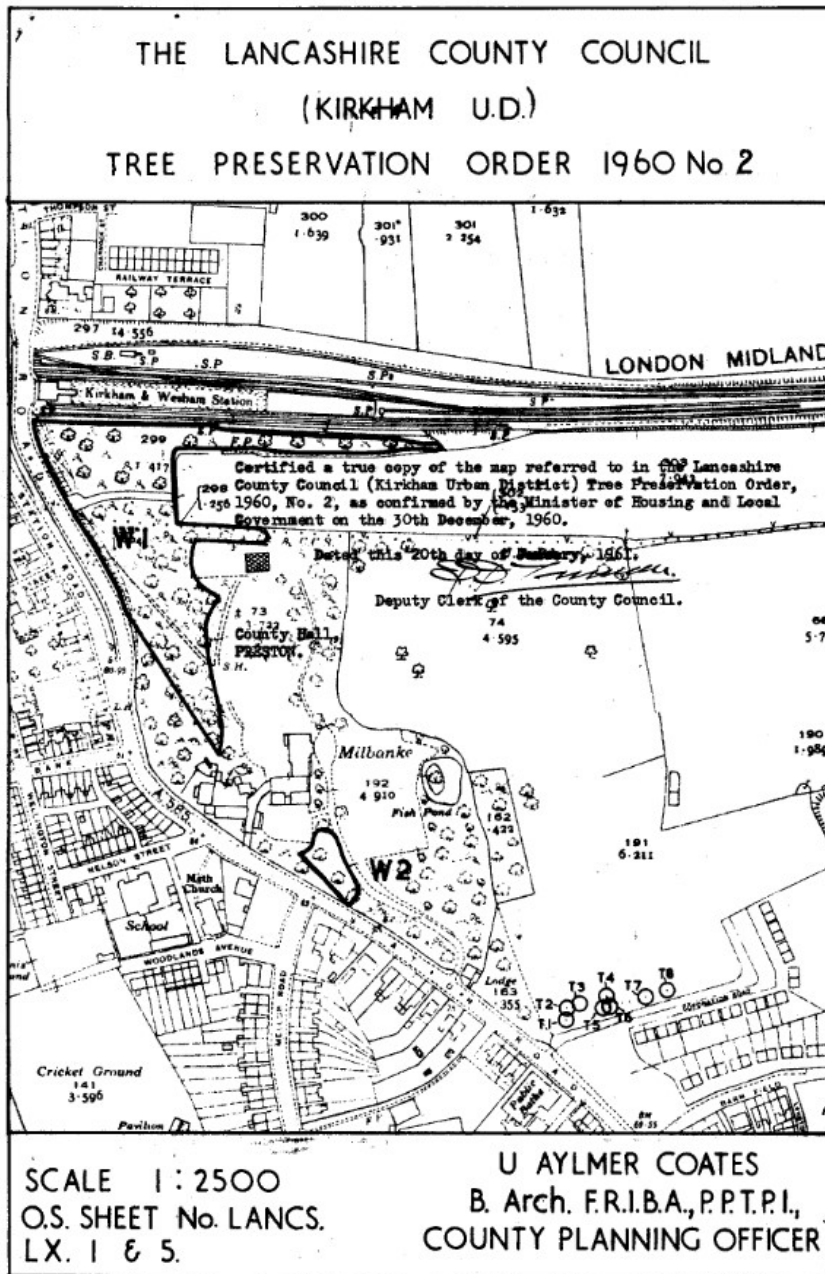
None in the vicinity of the station

Sites of Scientific Interest

Defra Spatial Data Download



Tree Preservation Orders



FIRST SCHEDULE

Trees Specified Individually (encircled in black on map)

<u>Number on Map</u>	<u>Description of Trees</u>	<u>Situation</u> Plots referred to are Ordnance Survey Plot Nos. on 25" sheets Lancashire LX.1 (Edition of 1932) and LX.5 (Revision of 1938)
<u>In the Kirkham Urban District</u>		
T.1	Elm	Immediately north of Coronation Road
T.2	Elm	Immediately north of Coronation Road
T.3	Elm	Immediately north of Coronation Road
T.4	Lime	Immediately north of Coronation Road
T.5	Lime	Immediately north of Coronation Road
T.6	Lime	Immediately north of Coronation Road
T.7	Lime	Immediately north of Coronation Road
T.8	Lime	Immediately north of Coronation Road

GROUPS OF TREES

<u>Number on Map</u>	<u>Description of Trees</u>	<u>Situation</u> Plots referred to are Ordnance Survey Plot Nos. on 25" sheets Lancashire LX.1 (Edition of 1932) and LX.5 (Revision of 1938)
NONE		

WOODLANDS

(Within a continuous black line on map)

<u>Number on Map</u>	<u>Description of Trees</u>	<u>Situation</u> Plots referred to are Ordnance Survey Plot Nos. on 25" sheets Lancashire LX.1 (Edition of 1932) and LX.5 (Revision of 1938)
W.1	Stand of mixed hardwoods consisting of Beech, Sycamore, Ash, Horse Chestnut, Lime, Birch and Elm.	In plots nos. ^{55A} 73, 192, 298 and 299 and 303
W.2	Stand of mixed hardwoods consisting of Oak, Beech, Ash, Sycamore and Horse Chestnut.	In plot no. 192

Extract relating to the wooded area South of the station marked W1 on the Tree Preservation Order

INFORMATION ITEM

REPORT OF	MEETING	DATE	ITEM NO
DEVELOPMENT SERVICES DIRECTORATE	PLANNING COMMITTEE	11 NOVEMBER 2020	6
5 YEAR HOUSING LAND SUPPLY – REPORT ON DRAFT ANNUAL POSITION STATEMENT			

PUBLIC ITEM

This item is for consideration in the public part of the meeting.

SUMMARY OF INFORMATION

The Council submitted its Draft Annual Position Statement for base date 1st April 2020 to the Secretary of State (Planning Inspectorate(PINS)) on 31st July, for recommendation as to whether a 5-year housing land supply could be “fixed” for a further year to October 31st 2021. The recommendation was received on 27th October and is linked below.

The report provides confirmation that the Council has a five-year housing land supply for a further year, until 31st October 2021.

The APS has been updated from the draft to reflect the Inspector’s recommendations. This provides the final APS for base date 1st April 2020 which is also available through the second link below for members’ information.

SOURCE OF INFORMATION

Development Services Directorate; Planning Inspectorate

LINK TO INFORMATION

Inspector’s report: <https://new.fylde.gov.uk/wp-content/uploads/2020/10/Fylde-APS-Report-FINAL.pdf>

Final APS: <https://new.fylde.gov.uk/wp-content/uploads/2020/10/Fylde-APS-2020-final.pdf>

WHY IS THIS INFORMATION BEING GIVEN TO THE COMMITTEE?

This document provides an update on the Council’s 5-year housing land supply, which will be a material consideration in the determination of planning applications.

FURTHER INFORMATION

Contact: Eddie Graves eddie.graves@fylde.gov.uk

INFORMATION ITEM

REPORT OF	MEETING	DATE	ITEM NO
DEVELOPMENT SERVICES DIRECTORATE	PLANNING COMMITTEE	11 NOVEMBER 2020	7
WHITE PAPER - PLANNING FOR THE FUTURE 2020 – FINAL CONSULTATION RESPONSE			

PUBLIC ITEM

This item is for consideration in the public part of the meeting.

SUMMARY OF INFORMATION

In line with the resolution of the Planning Committee, comments have been submitted to the Government's consultation White Paper – Planning for the Future, which express this council's significant concerns regarding the proposed changes.

SOURCE OF INFORMATION

Head of Planning & Housing

LINK TO INFORMATION

See appendix 1 below

WHY IS THIS INFORMATION BEING GIVEN TO THE COMMITTEE?

At the meeting of the Planning Committee on 14 October 2020, it was resolved to comment on the Government's Planning for the Future White Paper. A draft letter was considered by the Committee, who asked that the Head of Planning & Housing expand upon a number of issues it addressed. Accordingly, the submitted version of the letter is attached to this report for information.

In addition, members of the committee requested that the Town and Parish Clerks be contacted and urged to submit their own comments on the consultation. It is confirmed that this request was issued to each Parish Clerk by e-mail on 14 October 2020. A number of Town and Parishes have subsequently confirmed that they have submitted representations to the consultation.

FURTHER INFORMATION

Contact: Mark Evans – Head of Planning and Housing. e:mark.evans@fylde.gov.uk t:01253 658460



Planning for the Future Consultation
Ministry of Housing Communities and Local Government
3rd floor
Fry Building
2 Marsham Street
London
SW14DF

Our Ref:
Your Ref:
Please Ask For: Mark Evans
Telephone: 01253 658460
Email: mark.evans@fylde.gov.uk
Date: 28 October 2020

Dear Sirs,

Re: Planning for the Future – White Paper

Planning for the Future proposes some radical changes to the current planning system, unfortunately little detail is provided with the White Paper stating specifically that it “has not comprehensively covered every aspect of the system, and the detail of the proposals will need further development pending the outcome of this consultation”.

Fylde Council is extremely concerned that it, along with other key stakeholders, is being asked to comment on major changes to a well-established planning system without the necessary detail to allow an assessment of the potential impacts of the proposed changes. Accordingly, it is considered essential that there should be a further consultation and engagement on the more detailed version of the proposals that results from this consultation. This would allow better informed input into the new proposals, by Local Planning Authorities (LPAs) and other stakeholders.

General Comments

Changes proposed in the White Paper seem to be focussed on a limited number of areas, for example there is the usual focus on housing numbers, the other main focus being the quality in design of new housing development.

Over recent years, there have been numerous references to “fixing the country’s broken planning system”. The illustrations provided within the consultation document itself clearly illustrate the quality of development that the current system can deliver. Each of these developments will have been the subject of extensive discussions between the developer, the local community and the local planning authority. The reference to the system being broken appears, therefore, to be principally directed at the failure to deliver the number of new homes required across the country. However, it is clear from the significant number of residential planning permissions that have not been implemented that there are also challenges to the delivery of new homes that lie outside the influence of the current planning system. Unless these challenges are addressed as part of a

comprehensive review of the overall residential development process, it is doubtful whether the revisions currently proposed will address the primary issue.

Whilst the delivery of sufficient housing to meet the needs of the nation is clearly a 'key issue', it is equally as important to deliver the right type of housing to meet the needs of a particular area. With LPAs no longer required to collect evidence about the needs of their area, how will the housing delivered be tailored to meet the local needs?

There are no actual proposals to maximise the positive benefits that new development can have for health over the long term and no mention of the ageing population which is increasing the need for specialist housing and lifetime homes. Climate change (a critical issue), achieving carbon neutral homes (but only by 2025), flooding, biodiversity net gain and sustainable methods of transport are briefly mentioned. These are all extremely important issues. The White Paper should have provided detailed options and solutions for dealing with these critical issues within a defined timeframe. They are as important as housing numbers and design and should receive at least equal focus in any changes to the planning system.

As proposed, the new system, will be less democratic. The approval of new development will shift to the plan making stage, the traditional process of planning committees determining planning decisions with opportunities for the public to make representations will end. The White Paper does suggest that people's right to be heard in person at a local plan examination will be changed. It suggests that any 'right to be heard' might be removed (paragraph 2.53). The opportunity to appear at the Examination of the Local Plan may be replaced by an 'invitation only process' with the Inspector deciding who to invite. The White Paper does propose reducing both rights and opportunities to participate in planning decisions. This is a reversal of 'Localism and the devolution of power which was widely supported at the time of its introduction. The White Paper has not been widely publicised and most members of the public will not appreciate that this change is being proposed and will not therefore have commented on this aspect of the proposal. It is only when they wish to comment on a planning application or appear at an Examination in Public that people will realise that this very significant change has taken place.

Fylde Council objects to the loss of its widely understood and appreciated role in facilitating peoples' rights to participate in the planning process.

Whilst it may be considered that a zoning based approach to land use planning may provide greater certainty, it is considered that the operation of a system of the nature set out in the white paper will remove the flexibility of the existing system to respond positively to unexpected issues or unique opportunities.

Local Plan Production

The idea of three categories of areas is, on the face of it, clear and simple. However, it may be difficult to define the boundaries of such areas, for example there may be a transition zone. What happens in or to land that doesn't fall neatly in to one of the three pre-defined categories? For example, development next to a conservation area may have impacts on the conservation area itself.

The three categories, Growth, Renewal and Protection are all related to one type of development – housing and the amount of housing required. There is no promotion of mixed-use development where for example people could walk or cycle to work. There is no mention of travelling to work distances and the relative sustainability of promoting mixed use development. The 'one size fits all'

approach to promoting housing above all other types of development, does not allow for variation in types of development.

The one single sustainability test appears to be a reduction in the sustainability testing process. Sustainability Testing was always a worthwhile independent assessment of the LPAs work which yielded valuable comments and changes, alternative arrangements should be put in place and they should be independent of the LPA.

The proposed timescales for plan production are very short. LPAs will have to write the justification for the Growth Areas, Renewal Areas and Protection Areas with little or no evidence to back up their proposals. The amounts of land dedicated to each area will be dictated by the housing number. However, a Local Plan is about much more than numbers of dwellings. For example, a Local Plan provides employment land, it safeguards proposed transport routes, identifies sites for schools and sports facilities and provides sites for gypsies and travellers. For each of these issues the LPA currently collects evidence which highlights, for example, what types of employment sites are needed and where. The new system does not allow for the collection of this evidence and its analysis. How will these individual issues be dealt with under the new system? If an issue is highlighted locally and the evidence collected in association with it the LPA will not be able to include a policy in its Local Plan to address it.

The latter stages of plan production are also very short, Publication and Submission are combined into one stage. It is likely that this stage will generate large numbers of responses, the Council often receives thousands of responses to a consultation which it is then legally bound to present to the Planning Inspectorate broken down by policy. This often takes months rather than weeks to compile. The obligations placed on LPAs would have to be changed in order for these timeframes to be met. The White Paper states there will be sanctions if Local Plans are not produced in 30 months, what are these sanctions? LPAs Planning Policy departments will need a considerable increase in resources if they are going to meet these deadlines. It is not clear how these resources will be funded given the proposed changes to the development management process and the likely impact these proposals would have on planning application fee income.

The White Paper states that Design Codes can be produced as Supplementary Planning Documents (SPDs) but it does not clarify what role SPDs will have under the new system. In the past the Council has found SPDs to be an efficient way of dealing with unforeseen issues that arise locally. LPAs need SPDs as a flexible tool for responding to issues more quickly than a Local Plan.

The Housing Number

It is unclear from the White Paper whether the proposed standard method will be that which is being consulted on through the parallel “current system” consultation, or whether it is something else. The consultation states that the number would be binding but then that the housing requirement would be reduced in LPA areas affected by constraints. The provision of a closed list of such constraints would be helpful in understanding how this would work.

If the total distribution of binding housing requirements provides for 300,000 new homes per annum, but in certain places is subject to reduction for constraints, the number delivered nationally will not be 300,000. Is it intended that areas without constraints will have elevated binding requirements to allow for this, and if so, how will this be calculated?

The proposal for authorities to “agree an alternative distribution of their requirement in the context of joint planning arrangements” fails to explain how this would or could be achieved other than through mayoral direction, and in the absence of clarity could result in disputes between authorities and challenge to plans as happens at present. In particular, would it be a requirement of the new system to enter into such arrangements, and if so in what circumstances?

The proposed standard method lacks any flexibility, so for example a LPA should be able to negotiate a higher figure if the resulting figure is low and it wishes to provide for growth.

It is clear from the operation of the duty to co-operate to date that some form of strategic planning is required in order to address the distribution of housing, rather than relying on simple forecasts. This strategic approach should be applied to all levels of development and not simply to major infrastructure or strategic sites as set out.

The Infrastructure Levy

It is unclear how affordable housing will be delivered via the Infrastructure levy. Rates will be set nationally however, the viability of development varies within a Local Authority area, as well as between Local Authorities with reduced viability in the North. If the Infrastructure Levy is set too high nationally it will reduce the viability of development, affecting the deliverability of affordable housing. Affordable housing may not be delivered at all in areas with low viability and it is in these areas where it will often be most needed. In addition, allowing affordable housing contributions to be made in kind will also undermine the delivery of inclusive communities comprised of a mixture of tenures.

Design and Quality Aspects

The proposals within the White Paper as regards the desire to see more attractive, high quality developments and places is fully endorsed by the Council. The idea of design briefs, parameter plans, and design coding are not new. Various schemes throughout our Borough have taken this approach, particularly in the case of sensitive sites in existing urban areas. In general, developers apply elements of design codes to sites, but these are largely ‘standards’ that are generally deemed to be necessities. Examples would be the spacing of dwellings on sites, highway requirements and car parking. However, the application of these types of parameter do not equate, of themselves, with attractive, characterful development.

Despite Government pronouncements through the NPPF, for example, good design can be difficult to achieve, particularly with national or regional developers who have a standard product or style that may not be in keeping with the character of a particular area.

Much of what has been achieved locally has been the result of high-level negotiation. In principle, the concept of locally derived design specifications – design coding - is to be supported although the White Paper and the policy, as it develops, leaves much to be considered in respect of practical application, as outlined in the points below.

Potential issues which require further consideration include:

- The local plan process and its potential impact on design could be less effective if ‘hostile’ planning applications are made related to factors such as land supply issues;
- In such a case as that above, it would need to be a requirement that developers engage with local planning authorities to establish what parameters might be appropriate. This could

lead to disagreement and so the issue might lead to an adversarial situation with an issue of arbitration being a particular problem;

- There is potential difficulty with defining the level of prescription and detailing for sites;
- Would the design codes for a particular site be subject to challenge and if so, what would be the process? How would compliance with a particular design code be assessed?
- There is a need for developer recognition that standard design solutions may well not be appropriate, and this could affect their incentive to develop in certain locations;
- The issue of public engagement is potentially difficult i.e. identifying what level of engagement might take place, when and how;
- Extensive public engagement could be time consuming and controversial, in particular, in establishing a design code that relates to a theoretical future development;
- There is an assumption that design code complicit development would be 'fast tracked'. This could mean that extensive design studies would be required for localities (which can be done and has been trialled in, for example, the development of local listing projects) such that requirements for specific sites can be ascribed design coding or design requirements. Existing local design guides would assist with this;
- National Support and resourcing would be a key issue and how this would permeate to a local level;
- Ensuring enough trained staff are able to take the process forward.

In conclusion, it is considered that there is insufficient detail to allow the proposed changes to be assessed thoroughly at this time. From the information currently available, the proposed changes to the planning system are focused too tightly upon the need to deliver new homes in sufficient quantity to meet the assumed need and neglect the consideration of the wider issues that the planning system addresses.

The Council disagrees with the rigid imposition of the standard method for calculating housing need, which includes no flexibility for a LPA to amend its housing number to reflect local circumstance other than in very limited undefined instances. It also very strongly disagrees with the removal of the democratic process which currently allows public participation. This is a 'by the back door' change to the 'Localism Agenda'.

In short, it is considered that the limited details of the proposals set out in the white paper, will produce a rigid system of planning that is required to adhere to predetermined plans and standards and will not provide the flexibility that allows the current system to respond to unusual or exceptional circumstances.

I hope the above comments will assist in refining the proposals for reforming the planning system and Fylde Council looks forward to further consultation on the next version of the proposals.

Yours faithfully

Mark Evans
Head of Planning Housing and Regeneration

INFORMATION ITEM

REPORT OF	MEETING	DATE	ITEM NO
MANAGEMENT TEAM	PLANNING COMMITTEE	11 NOVEMBER 2020	8
GENERAL FUND REVENUE BUDGET MONITORING REPORT 2020/21 - POSITION AS AT 30th SEPTEMBER 2020			

PUBLIC ITEM

This item is for consideration in the public part of the meeting.

SUMMARY OF INFORMATION

The purpose of this report is to provide an update on the General Fund Revenue Budget of the Council as at 30th September 2020 and specifically for those areas under the remit of the Committee.

SOURCE OF INFORMATION

Chief Financial Officer – the report is based upon information extracted from the financial ledger system of the Council for the period to 30th September 2020.

LINK TO INFORMATION

General Fund Revenue Budget monitoring Report to 30th September 2020:

<http://www.fylde.gov.uk/council/finance/budget-monitoring/>

WHY IS THIS INFORMATION BEING GIVEN TO THE COMMITTEE?

This information is provided to enable the committee to consider and scrutinise periodic revenue budget monitoring reports for those areas under the remit of the Committee.

FURTHER INFORMATION

Contact: Paul O'Donoghue, Chief Financial Officer.

Tel 01253 658566 e-mail: paul.o'donoghue@fylde.gov.uk

GENERAL FUND REVENUE BUDGET MONITORING REPORT 2020/21

POSITION AS AT 30TH SEPTEMBER 2020

Summary

The purpose of this report is to provide an update on the General Fund Revenue Budget of the Council as at 30th September 2020. The report includes a narrative description of the most significant variances from the profiled latest budget and details any actions required to address these. Appendix A to this report shows the value of the most significant variances for all of the Council services by Committee and provides a brief explanation for each variance.

1. Background

- 1.1 The Council operates a system of Revenue Budget Monitoring which revolves around the production of detailed monthly monitoring reports for budget holders. Significant variances from the expected budget position at the point of monitoring, both for expenditure and income, are summarised in monitoring reports which are periodically reported to each Programme Committee for information purposes. This report therefore details the findings and issues emerging from budget monitoring carried out to 30th September 2020.
- 1.2 It should be noted that work continues on improving budget profiling across the Council in order that budget profiles more accurately reflect the spending pattern of individual budgets across the financial year. This serves to enhance budget monitoring and focus attention on true variances rather than budget profiling issues. This is a continuous process with budget holders so that the improved profiling continues to refine the budget monitoring system.
- 1.3 Council approved the 2020/21 budget at its meeting on 4th March 2020. Subsequently on 28th July 2020 the Finance and Democracy Committee approved the financial outturn position for 2019/20. The impact of those approvals, including savings and growth items approved at the Council budget meeting, along with slippage from 2019/20 as approved by the Finance and Democracy Committee, are now reflected in the financial ledger. Therefore, this report monitors expenditure and income against the updated approved budgets for 2020/21.

2. Budget Rightsizing Exercise

- 2.1 For a number of years the Council has carried out an annual budget rightsizing exercise to analyse underspends which have occurred over the last 3 financial years and to adjust current and future year budgets to better reflect the level of resource requirement in the context of current financial constraints. This process has been repeated during the second quarter of 2020/21 and the resulting changes to budgets will be reflected in later updates to the Councils Financial Forecast.

3. Covid-19 Impact

- 3.1 In the weeks following the setting of the budget for 2020/21, and the revised budget for 2019/20, the impact of the covid outbreak became increasingly apparent. The national 'lock-down' that was implemented in late March was unprecedented and had a substantial impact on both the national and the local economy. However, due to the timing of the commencement of the lock-down (24th March 2020) the effects of that situation for the 2019/20 financial year were limited.
- 3.2 The impact of the covid restriction measures on a number of service areas, and consequently on the Council's financial position for 2020/21, has been much more noticeable, although a range of national funding measures have also been introduced that assist in off-setting some of those negative financial effects.
- 3.3 Under the funding package for councils in respect of reduced sales, fees and charges income announced in July, the government will reimburse a proportion of lost income. Where losses are more than 5% of the

budgeted income from sales, fees and charges, the government will cover them for 75p in every pound lost for the remainder i.e. the council will stand the first 5% of the loss and will be reimbursed for 75% of the remaining 95% of the shortfall. An initial assessment of the losses for the first four months of 2020/21 has recently been submitted with an anticipated receipt of grant in the sum of £0.426m. Further assessment of losses will be submitted later in 2020/21 and the position will be monitored carefully and reflected in future updates to the Financial Forecast.

- 3.4 The financial impact of the restriction measures for the current year, in terms of reduced levels of income and the cost of providing financial assistance to specific local businesses, continues to be carefully monitored. The pandemic has led to significant volatility in both income and expenditure levels across a number of service areas, and number of budget variations resulting from the impact of the covid restriction measures are included within this revenue budget monitoring report, with details of the most significant variations being included within Appendix A.
- 3.5 In addition to the reimbursement for lost income, the government has announced funding allocations of both a general and specific nature to help local authorities manage the spending pressures caused by the covid restrictions. The specific and general grants notified to date are:

Covid Grant Allocation	£000
Specific funding for the employment costs of covid marshals	36
Specific funding to support vulnerable people (food and essential supplies)	74
Specific funding for the prevention of outbreaks of infectious diseases	109
Specific funding for Council Tax Hardship Relief – awards of £150 per claimant - plus other discretionary relief awards	586
General / non-specific funding for Covid related pressures	963
Total	1,768

These will also be reflected in future updates to the Financial Forecast.

- 3.6 All Local Authorities are required to complete monthly government returns estimating the overall financial impact of the covid situation on their finances. Alongside all of the adverse financial impacts noted within the analysis at Appendix A, the single most significant anticipated consequence that is included within the Fylde Council return is the reduction in the collection of Council Tax and Business Rates for the year. Collection rates for 2020/21 are lower for the year to date than at this point in previous years and are being carefully monitored. It is possible that collection rates may improve through the remainder of the year. Similarly it is not clear at this stage how much of the council tax and business rate debt will prove to be uncollectable and will ultimately be written off at a cost to the council and the other major preceptors.

4. Conclusions

This year has seen particular volatility in expenditure and income levels as the impact of the covid restriction measures on the financial position of the Council for 2020/21, and possibly beyond, together with the potential for future general reductions in central government funding from 2021/22 onwards, requires that the Council continue the approach to continually seek opportunities to achieve savings and efficiencies to enable a balanced budget position and financial stability.

Regular budget monitoring reports are an integral part of the Council's financial monitoring framework and these reports will be available on the Councils website.

External pressures outside the Council's control are impacting on all local authorities. Instructions remain in place that officers should not commit to any unnecessary expenditure and should seek to maximise efficiencies wherever possible.

Finance staff work continuously with budget holders across the Council and are heavily reliant upon budget-holders to be able to understand and quantify the potential impact of in-year hotspot variances within their areas of responsibility.

We are at the mid-point of the 2020/21 financial year and much uncertainty exists with respect to the remainder of the year. Therefore, it is not possible to draw any firm conclusions on the in-year financial position. The financial risks facing the Council, as set out in the MTFS to Council in March 2020 remain alongside the significant addition risks presented by the pandemic. Instructions issued by Management Team that budget holders remain prudent are still in place, and the overall financial position of the council will be captured in the next update of the financial forecast in the Medium Term Financial Strategy which will be presented to members in the forthcoming committee cycle.

REVENUE MONITORING 2020/21 - Period 6 to September 30th 2020 (Variances in excess of £5K)

Appendix A

Key

BLUE	Variance currently showing but expected to be on target at year end
GREEN	Favourable variance against latest budget
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RED	Projected adverse outturn variance

Service Area	Detailed Description	Full Year Budget	Budget as at Period 6	Actual as at Period 6	Commitments at Period 6	Actual & Commitments as at Period 6	Variance as at Period 6	FAV / ADV	Alert	Budget Holder Comments
		£	£	£	£	£	£			
FINANCE & DEMOCRACY COMMITTEE / CORPORATE CROSS CUTTING BUDGETS										
All Council services	Employee costs including basic pay, pension, NI, and overtime, plus agency costs	9,024,704	4,669,520	4,588,679	24,059	4,612,738	-56,782	FAVOURABLE	GREEN	The budget forecast which was approved by Council in March 2020 assumes Employee Cost Savings (including vacancy savings arising from delays in the recruitment to vacant posts) of £300,000 per annum from 2020/21 onwards. The actual level of savings achieved in relation to direct employee costs for the current year to date shows a level of savings in excess of this. This budget will be kept under review during the remainder of the financial year and may be adjusted as part of the budget right-sizing exercise.
Human Resources	Training Expenses - qualifications	15,000	7,500	0	0	0	-7,500	FAVOURABLE	GREEN	The delivery of this training has been delayed due to covid restrictions. Some slippage of the budget into 2021/22 may be required if delivery of the training is delayed beyond year end as the training is still necessary.
Legal Services Team	Legal Fees and Court Costs	10,000	5,002	13,695	130	13,825	8,823	ADVERSE	RED	Legal costs relating to a business rates case were awarded against the council leading to his adverse variance. This will be addressed as part of the budget right-sizing exercise.
Mayoralty	Mayoral Chauffeur/Assistant	19,485	9,747	102	0	102	-9,645	FAVOURABLE	GREEN	There have been no Mayoral engagements during the year due to covid restrictions and consequently little expenditure has been incurred to date. The budgets will be adjusted as necessary as part of the budget right-sizing exercise.
Council Tax Collection Costs	Council Tax Costs Recovered	-200,000	-100,040	5,594	0	5,594	105,634	ADVERSE	RED	Magistrates Courts have not been sitting due to the covid situation. It is possible that no income in relation to the recovery of court costs will be received for 2020/21. It is expected that the loss of income will be partly offset by specific government covid grant for this purpose and the budgets will be adjusted as necessary as part of the budget right-sizing exercise.
TOURISM AND LEISURE COMMITTEE										
Fairhaven Lake and Gardens	Games Site Fees	-70,000	-35,014	0	0	0	35,014	ADVERSE	RED	The games sites and boat hire at Fairhaven Lake have not been operating due to the covid restrictions and therefore no income has been generated. It is expected that the loss of income will be partly offset by specific government covid grant for this purpose and the budgets will be adjusted as necessary as part of the budget right-sizing exercise.
Management of the Arts	Festival Support/Club Days	10,800	5,400	0	0	0	-5,400	FAVOURABLE	GREEN	The planned festivals, club days and other tourism related events have been cancelled due to covid restrictions and therefore no expenditure has been incurred, nor income generated, in respect of these events. There is a net favourable variance of £23k across all such events. The budgets will be adjusted as necessary as part of the budget right-sizing exercise.
Fylde Tourism	1940's Lytham Wartime Festival	35,000	17,504	1,250	0	1,250	-16,254	FAVOURABLE		
Fylde Tourism	Kite Festival	30,000	30,000	0	0	0	-30,000	FAVOURABLE	RED	
Fylde Tourism	Income - 1940's Lytham Wartime Festival	-18,000	-9,004	0	0	0	9,004	ADVERSE		
Fylde Tourism	Income - Kite Festival	-20,000	-20,000	0	0	0	20,000	ADVERSE	RED	
Miscellaneous Properties	Café Rents	-22,000	-11,006	0	0	0	11,006	ADVERSE		
Miscellaneous Properties	Other Rent and Receipts	-202,420	-101,250	-4,283	0	-4,283	96,967	ADVERSE	RED	Rent reductions in respect of a range of Council-owned sites and concessions, resulting from the lack of trading activity due to the covid restrictions, have been approved by the Tourism and Leisure Committee at the meeting of September 2020. Additionally income from the Council share of ticket receipts in respect of the Lytham Festival have also been lost for 2020/21. It is anticipated that rental income shortfalls may increase further during the remainder of the financial year. It is expected that the loss of income will be partly offset by specific government covid grant for this purpose and the budgets will be adjusted as necessary as part of the budget right-sizing exercise.
Pleasure Island/Salters Wharf	Rent of Stands/Site	-69,263	-34,645	0	0	0	34,645	ADVERSE		
Carr Bridge Wood Caravan Site	Rent of Stands/Site	-28,250	-14,132	0	0	0	14,132	ADVERSE		
5 Moor Street, Kirkham	Rent of Rooms	-11,200	-5,602	0	0	0	5,602	ADVERSE		
St. Annes-Parks (Strategic)	Protective Clothing Purchase/Replacement	1,845	924	5,553	2,512	8,064	7,140	ADVERSE	RED	It has been necessary to purchase additional personal protective equipment (PPE) in order to adhere to covid regulations. The budgets will be adjusted as necessary as part of the budget right-sizing exercise.
Coast and Countryside	Consultants Fees	0	0	6,388	1,789	8,178	8,178	ADVERSE	RED	Consultant fees have been incurred in relation to the possible re-commencement of sand-winning activities. A report will be presented to a future meeting of the Operational Management Committee to provide full details in this regard.

REVENUE MONITORING 2020/21 - Period 6 to September 30th 2020 (Variances in excess of £5K)

Appendix A

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Service Area	Detailed Description	Full Year Budget	Budget as at Period 6	Actual as at Period 6	Commitments at Period 6	Actual & Commitments as at Period 6	Variance as at Period 6	FAV / ADV	Alert	Budget Holder Comments
		£	£	£	£	£	£			
OPERATIONAL MANAGEMENT COMMITTEE										
Fylde Waste Schemes	Protective Clothing Purchase/Replacement	12,000	6,000	9,825	2,645	12,470	6,470	ADVERSE	RED	It has been necessary to purchase additional PPE in order to adhere to covid regulations. The budgets will be adjusted as necessary as part of the budget right-sizing exercise.
	Bulky Waste Collection	35,000	17,508	-459	0	-459	-17,967	FAVOURABLE	GREEN	These services have been suspended due to covid restrictions and the partnership arrangement with the external provider has terminated as a consequence. Therefore no income has been generated nor costs incurred to date. A revised form of these services is currently being considered and the budgets will be adjusted as necessary as part of the budget right-sizing exercise.
	Household Refuse Special Collection	-40,000	-20,006	142	0	142	20,148	ADVERSE	RED	
	Green Waste Subscription Charge	-545,000	-545,000	-572,610	0	-572,610	-27,610	FAVOURABLE	GREEN	There has been an increase in the level of subscriptions for the green waste collection service, believed to be as a result of additional home gardening activity during the period of covid restrictions. The budgets will be adjusted as necessary as part of the budget right-sizing exercise.
Trade Waste Service	LCC-Landfill Levy/Tipping Charges	158,000	79,032	32,440	0	32,440	-46,592	FAVOURABLE	GREEN	The suspension of trade waste collection services during the period of covid restrictions has resulted in a reduced requirement for waste disposal/tipping, but also reduced income receipts. It is expected that the loss of income will be partly offset by specific government covid grant for this purpose and the budgets will be adjusted as necessary as part of the budget right-sizing exercise.
	Bulk Bin Collection Charges	-161,000	-161,000	-134,414	0	-134,414	26,586	ADVERSE	RED	
	Bulk Bin Disposal Charges	-165,000	-165,000	-131,124	0	-131,124	33,876	ADVERSE	RED	
Recycling Project	Purchase of Hessian Sacks	18,500	9,252	0	0	0	-9,252	FAVOURABLE	GREEN	This project has been delayed due to covid restrictions and therefore there has been no income nor expenditure to date. The budgets will be adjusted as necessary as part of the budget right-sizing exercise.
	LCC - Recycling Grant	-20,600	-10,304	0	0	0	10,304	ADVERSE	RED	
Fleet & Plant	FMS Materials	165,670	82,941	48,041	4,675	52,716	-30,225	FAVOURABLE	GREEN	There are a number of favourable variances in respect of vehicle costs. Some are due to the fact that a number of vehicles have been acquired in the past 24 months, replacing older and more expensive to maintain vehicles. Additionally fuel costs for the first part of the year have been lower than anticipated as a result of reduced the demand for, and the cost of fuel, due to covid restrictions. Hired transport has not been used as much as in previous years as a result of Fylde Council being exempted from testing HGV vehicles following recognition of the Council as a good operator for this financial year. These budgets will be kept under review during the remainder of the financial year and adjusted as necessary as part of the budget right-sizing exercise.
	Repairs by Commercial Garages	43,400	21,806	10,892	3,124	14,015	-7,791	FAVOURABLE		
	Fuel	330,595	165,403	121,948	917	122,866	-42,537	FAVOURABLE		
	Hire of Transport	63,357	31,688	13,736	5,569	19,305	-12,383	FAVOURABLE		
The Island Car Park	Car Parking Fees - St Annes Pool	15,000	7,500	0	18,800	18,800	11,300	ADVERSE	RED	As the swimming pool has been closed due to covid restrictions no fee refunds have been required. The budgets will be adjusted as necessary as part of the budget right-sizing exercise.
Car Parking Fees	Car Parking Fees	-679,278	-339,773	-302,527	0	-302,527	37,246	ADVERSE	RED	Car park income is reduced as a result of the covid restrictions on travel. Due to the good weather later in the year and as restrictions were eased, the earlier losses have been recouped to an extent. It is expected that the loss of income will be partly offset by specific government covid grant for this purpose and the budgets will be adjusted as necessary as part of the budget right-sizing exercise.
Land Charges	Land Charges - CON29 Fees	-52,000	-26,008	-15,073	0	-15,073	10,935	ADVERSE	RED	Land Charges fee income is reduced as a result of the covid restrictions which have delayed many planned property transactions. It is expected that the loss of income will be partly offset by specific government covid grant for this purpose and the budgets will be adjusted as necessary as part of the budget right-sizing exercise.
Other Miscellaneous Repairs	Other Miscellaneous Repairs	201,230	100,664	42,915	32,513	75,428	-25,236	FAVOURABLE	BLUE	Some planned maintenance works have been delayed due to covid restrictions. The service is now focussing on bringing the planned works schedule back on course.
Computer Services	Purchase of Computer Equipment / IT Infrastructure maintenance / other IT expenditure	345,170	172,652	67,896	44,884	112,781	-59,872	FAVOURABLE	GREEN	An underspend is currently recorded against the profiled budget, however with an essential infrastructure improvement project identified in response to the challenges of additional required capacity for remote working and to future proof our virtual desktop estate due to commence imminently alongside our commitment to business continuity, data centre upgrade and networking provision at the delayed Snowdon Road Parks Building work then we expect variances to normalise in the next period.

REVENUE MONITORING 2020/21 - Period 6 to September 30th 2020 (Variances in excess of £5K)

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ENVIRONMENT, HEALTH & HOUSING COMMITTEE										
Homelessness	Void Loss/Recharge Costs	14,290	7,150	-6,000	0	-6,000	-13,150	FAVOURABLE	GREEN	This budget relates to void loss from the temporary units managed by Progress Housing Association. Due to current levels of demand for temporary accommodation, voids have been kept to a minimum and as soon as properties are returned by Progress Housing and ready to let they have been re-occupied, resulting in this favourable variance. The budgets will be adjusted as necessary as part of the budget right-sizing exercise.
Cemetery and Crematorium	Miscellaneous Materials	1,375	690	7,668	121	7,789	7,099	ADVERSE	RED	It has been necessary to purchase additional personal protective equipment (PPE) in order to adhere to covid regulations. The budgets will be adjusted as necessary as part of the budget right-sizing exercise.
	Interments	-200,000	-100,038	-72,455	0	-72,455	27,583	ADVERSE	RED	There has been a reduced demand for services from residents outside of the borough, thought to be due to the restrictions on the number of mourners at ceremonies. Additionally the demand for memorials has been reduced, again partly as a result on the covid restrictions which have reduced the availability of memorials, at least temporarily. It is expected that the loss of income will be partly offset by specific government covid grant for this purpose and the budgets will be adjusted as necessary as part of the budget right-sizing exercise.
	Cremations	-1,140,000	-570,222	-525,224	0	-525,224	44,998	ADVERSE		
	Memorial Income	-40,000	-20,008	-11,509	0	-11,509	8,499	ADVERSE		
Community Grants	Community Projects Fund	20,000	10,004	3,644	0	3,644	-6,360	FAVOURABLE	GREEN	There has been a reduced level of applications to the fund due to other priorities from would-be applicants due to the covid situation. The availability of the fund continues to be promoted and applications may increase in the latter part of the year.
Taxi Licensing	Private Hire Vehicle Licences	-35,296	-17,654	-11,429	0	-11,429	6,226	ADVERSE	RED	Due to covid restrictions many vehicle proprietors took the decision not to renew licences and some vehicles were taken off the road, reducing the amount of income received for the year. Re-licensing of those vehicles is now slowly taking place. It is expected that the loss of income will be partly offset by specific government covid grant for this purpose and the budgets will be adjusted as necessary as part of the budget right-sizing exercise.

REVENUE MONITORING 2020/21 - Period 6 to September 30th 2020 (Variances in excess of £5K)

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		£	£	£	£	£	£			
PLANNING COMMITTEE										
Development Management	Consultants Fees	25,000	12,504	-3,000	2,250	-750	-13,254	FAVOURABLE	BLUE	The number of major planning applications received during the year to date is lower than normally expected, presumably as a result of developers not taking projects forward due to the economic uncertainties caused by the covid pandemic. Enquiries about major development sites are now beginning to increase and the budget will continue to be closely monitored. It is expected that the loss of income will be partly offset by specific government covid grant for this purpose.
	Planning Application Fees	-675,000	-337,638	-193,088	0	-193,088	144,550	ADVERSE	RED	The number of major planning applications received during the year to date is lower than normally expected, presumably as a result of developers not taking projects forward due to the economic uncertainties caused by the covid pandemic. Initial indications of economic recovery suggest that the development industry appears to be returning strongly and that some of the reduction in income may be recovered in the second half of the year. The budget will continue to be closely monitored. It is expected that the loss of income will be partly offset by specific government covid grant for this purpose.
	Pre-Planning Advice Fees	0	0	-6,208	0	-6,208	-6,208	FAVOURABLE	GREEN	Charges for pre-application advice have only recently expanded and so it has not been possible to establish the level of fee income that should be expected. Budgets will be amended to reflect expected income as part of the budget right-sizing exercise.
Planning Appeals	Planning Appeal Hearing Costs	75,390	37,695	0	0	0	-37,695	FAVOURABLE	GREEN	The covid pandemic has resulted in all planning appeals being placed on hold. Consequently no expenditure has been incurred in relation to appeals to date. The budget will continue to be monitored over the remainder of the year, but the reduction in major applications during the first part of the year may present an opportunity to deliver a favourable variance at year end.
Planning Enforcement	Enforcement Costs	30,000	15,004	0	0	0	-15,004	FAVOURABLE	GREEN	Court action regarding a specific case has been suspended due to the covid pandemic. As the courts reopen for business this funding will be required in due course, although expenditure may be delayed as the courts recover from their backlog of cases. The budget will continue to be monitored over the remainder of the year.
Planning Policy	Local Development Framework Costs	15,000	7,504	0	0	0	-7,504	FAVOURABLE	BLUE	The review of the local plan has been delayed due to not being able to carry out public consultation exercises during the period of covid restrictions. The local plan submission is to be considered by the Planning Committee in October 2020 with submission by the end of October 2020. The budget will be required during the second half of the year with potential slippage into 2021/22 depending on the progress of the local plan examination.
Building Control	Fee Income	-175,000	-87,534	-69,875	0	-69,875	17,659	ADVERSE	RED	Building Control fee income is reduced as a result of the covid restrictions which have delayed many planned building and development projects. It is expected that the loss of income will be partly offset by specific government covid grant for this purpose and the budgets will be adjusted as necessary as part of the budget right-sizing exercise.

INFORMATION ITEM

REPORT OF	MEETING	DATE	ITEM NO
MANAGEMENT TEAM	PLANNING COMMITTEE	11 NOVEMBER 2020	9
CAPITAL PROGRAMME MONITORING REPORT 2020/21 – POSITION AS AT 30th SEPTEMBER 2020			

PUBLIC ITEM

This item is for consideration in the public part of the meeting.

<p>SUMMARY OF INFORMATION</p> <p>The purpose of this report is to provide an update on the approved Capital Programme of the Council as at 30th September 2020 and specifically for those schemes under the remit of the Committee.</p>

<p>SOURCE OF INFORMATION</p> <p>Chief Financial Officer – the report is based upon information extracted from the financial ledger system of the Council for the period to 30th September 2020.</p>

<p>LINK TO INFORMATION</p> <p>Capital Programme monitoring Report to 30th September 2020: http://www.fylde.gov.uk/council/finance/budget-monitoring/</p>
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<p>WHY IS THIS INFORMATION BEING GIVEN TO THE COMMITTEE?</p> <p>This information is provided to enable the committee to consider and scrutinise the Capital Programme monitoring reports for those schemes under the remit of the Committee.</p>

<p>FURTHER INFORMATION</p> <p>Contact: Paul O’Donoghue, Chief Financial Officer. Tel 01253 658566 e-mail: paul.o'donoghue@fylde.gov.uk</p>

CAPITAL PROGRAMME MONITORING REPORT 2020/21 –

POSITION AS AT 30TH SEPTEMBER 2020

Summary

The purpose of this report is to provide an in-year progress update in respect of those schemes within the Capital Programme that have been approved for delivery in 2020/21, together with an update on the overall Five-Year Capital Programme of the Council. This report includes a narrative description of some of the more significant schemes within the Capital Programme and details any risks and the actions required to address these. Appendix A to this report provides an update by Committee on schemes scheduled for commencement or delivery in 2020/21. Appendix B provides a summary of the latest position for the 5 year Capital Programme and Appendix C provides details of the financing of the programme.

1. Background

The Council approved the Capital Programme on 4th March 2020. That update showed a balanced capital programme position from 2020/21 onwards. This report includes year to date expenditure and sets out the latest phasing of the programme and any additions or changes since the capital programme was presented to Council in March 2020. The Programme has also been rolled forward to include the year 2024/25.

2. Notes on Specific Schemes

There are a number of schemes for which further information is provided below:

(i) Coast Protection Scheme

The Fairhaven and Church Scar Coast Protection Scheme budget is £22.1m, being funded by Flood Defence Grant-in-Aid (which is an Environment Agency eligible cost reimbursable grant) of up to £21.4m; alongside a contribution from Fylde Council of £670k.

Work started on site in December 2017 and was completed in July 2020, a completion some 5 months ahead of the original schedule, and with an underspend currently estimated at around £0.375m. There is a 12 months defects liability on the contract and the Council will have to keep a project manager on the project to administer any defects during this period. A final grant claim will be submitted to the Environment Agency and the retentions will be released in August 2021. Any unspent grant will be returned to the Environment Agency.

In addition to the core sea defence works the re-modelled car park entrance public realm enhancement at Stanner Bank has been added to the contract. Whilst the scheme is nearing completion on site, there remains the possibility of additional contract costs beyond those in the approved budget until such time that the scheme is finally completed.

(ii) Fairhaven Lake and Gardens Heritage Lottery Scheme

The Council meeting of 16th July 2018 approved the underwriting of external grant funding bids in respect of the Fairhaven Lake and Gardens Heritage Lottery Scheme in the maximum sum of £343k in the event that not all of the funding bids would be successful, this to be met from the Capital Investment Reserve. The underwriting by the Council allowed the Heritage Lottery Fund bid to progress, that bid subsequently being successful. In addition, the Council has approved funding for the scheme in the sum of £400k to be met from the Funding Volatility Reserve.

The outcome of the external bids is now known, and the value of successful funding bids is £130k. Consequently, the value of unsuccessful funding bids that the Council will be required to meet is £213k.

Additionally, delays in the procurement process has caused the commencement of the works to be delayed as the initial bids for the works that were received exceeded the available funding to a significant degree. Work is now expected to commence on site late in 2020 following a re-tendering exercise. These delays have caused an additional cost to the overall scheme in the sum of £38k which the Council is required to meet.

Contracts for the building and landscape works have now been let within budget and are scheduled to be completed by May 2021. The lake works project will be undertaken in financial year 2021/22.

Until the scheme is fully delivered there remains the possibility of additional contract costs beyond those in the approved budget.

iii) St Annes Regeneration Schemes

Following the completion of the upgrading scheme for St. Andrews Road South, Planning Committee agreed that the next phase for regeneration activity should be Wood Street – Phase 3. Unfortunately, difficulties arose in negotiating the design proposals for the easterly side due to one owner being reluctant to participate in the scheme, primarily because the property was up for sale. It is understood that the new owner would wish to participate should the opportunity arise in the future. The scheme commenced in February but was placed on hold due to the Covid 19 Pandemic. Work resumed in June and is now complete (apart from the placing of the 5 trees) with the car park reopening. The trees will be planted shortly. The scheme has been completed to budget, absorbing extra costs due to delays whilst the work was suspended.

The next section of works has been agreed along St. Andrews Road West between The Pier and The Square (known as the Square-Pier Link). A scheme designed to the available budget was presented and approved by Planning Committee, but the Regeneration Manager was asked to look at extending the scheme, potentially widening pavements to provide an enhanced pedestrian ambience and increased paving space capacity to absorb high levels of footfall that is encountered at peak times. As matters stand, the potential for achieving these enhancements to the scheme is being discussed with Lancashire County Council as any further amendments would have to be agreed, since there would be changes to the highway configuration. It is hoped that a revised scheme, in principle, can be produced over the next few weeks with a detailed plan prepared and costed for presentation to the appropriate committees of the Council. Work could commence in the early part of Spring 2021 subject to agreement as regards additional funding being made available for the scheme. This would mean that the scheme would be delivered across the financial years 2020/21 and 2021/22.

iv) Lytham Regeneration Schemes

In respect of the large capital scheme for Lytham town centre, a number of suggestions have been made by the Lytham Business Group and other parties, some of which require careful consideration along with agencies such as Lancashire County Council. Options are being considered involving local members and a draft plan is being drawn together. This will have a phased programme of works to be considered in due course by the Planning Committee. It is envisaged that the first phase will be commenced in 2021/22. Plans have been prepared and will be presented to the Town Centre Working Group at the earliest opportunity. This will enable detailed schemes to be prepared. The proposed lighting replacement scheme for West/East Beach is at an advanced stage of planning and has been supported by the Working Group. It is hoped that subject to approval by Planning Committee, the scheme could be completed by the end of 2020/21. The lighting scheme is estimated to cost around £75k although contributions are being sought from Lancashire County Council.

(v) Better Care Fund (Formerly Disabled Facilities Grants)

As the local housing authority, the Council has a statutory duty to provide disabled adaptations within the Borough. In order to fund these works the Council receives grant support which previously was provided by the Department for Communities and Local Government (DCLG). From 2015/16 the Government established the 'Better Care Fund', and under these new arrangements the funding for Disabled Facilities Grants transferred to the Department of Health, with funding being distributed to all Councils via the upper-tier authority for that area. As such, in Lancashire the fund is administered by Lancashire County Council. Each upper-tier authority then allocates the funding to their respective housing authorities (i.e. district councils within their area) to enable them to continue to meet this statutory responsibility.

The level of government funding has increased significantly under the 'Better Care Fund' arrangements and budget for 2020/21 of £1.130m provides for the delivery of disabled adaptations to similar levels as 2019/20. It is anticipated that for 2020/21 all identified need for disabled adaptations can be met from the existing resource.

(vi) Town Centre Regeneration Kirkham

Following the Government's Future High Street funding initiative (FHSF), the Planning Committee resolved, in the autumn of 2019, to choose Kirkham Town Centre as its choice to pursue any bids for funding under the scheme. The first opportunity, being part of the broader FHSF, named the High Street Heritage Action Zone initiative (HS HAZ) was launched. This was a competitive process and seeks to enhance the historic environment of high streets that have conservation area status. Following the expansion of the funding for the scheme, due to unprecedented bids from a national perspective, the Kirkham bid proved to be successful, following a recommendation to Government from Historic England (HE). HE is the body responsible for administering the scheme. The grant award is £1.8m and will be match funded from a number of sources including Fylde Council, Kirkham Town Council and commuted Section 106 payments associated with public realm contributions attributed to residential planning permissions. The scheme will run over 4 years, commencing in April 2020, and includes a wide range of projects.

In line with many other authorities, due to COVID 19, the implementation of the scheme has been delayed and a revised project plan, which sets out the projects to be delivered and the associated funding, is in the process of being agreed with Historic England (as at early October 2020). Some revenue spending will commence this year with the larger capital programmes from April 2021. A Project Board is in the process of being brought together, this being essential given the large portfolio of schemes and the number of external partners engaged in the projects.

A bid has also been submitted under the main body of the Future High Street Fund totalling £8.6m and proposes to deliver a number of schemes across the whole of the town centre including the repurposing of buildings, traffic management measures, building reuse and enhancement and public realm projects. This is once again a competitive process and the outcome will not be known until later in the year, but the bid is well founded and the economic case very strong. The governments measures for assessing economic benefits and value of money (known as the Cost Benefit Ratio) have been exceeded. It is known that the fund may well be oversubscribed and so it is not known how allocations will be made i.e. whether the most imaginative and value for money projects may prove to be more successful, requests made for authorities to prioritise schemes thereby reducing their 'ask', or some scheme not being successful at all. The outcome of this assessment is awaited.

It is now known that a second round of the Future High Street Fund will be launched in 2021.

3 Conclusions

- 3.1 Actual expenditure to 30th September 2020 is £1.88m against a full year budget of £10.829m. This equates to 17% of the latest budget. Progress on the delivery of a number of schemes has been delayed due to covid restrictions. This is noted as appropriate in the analysis at Appendix A. Consequently, the phasing of some schemes may require to be adjusted or re-phased into 2021/22 as part of future Financial Forecast updates during the year.
- 3.2 The current Capital Programme as updated is showing a balanced position for 2020/21 onward. The Capital Programme and the associated financing will be subject to discussion with members during the months in the lead up to the annual budget setting process for 2021/22.
- 3.3 Any additional expenditure which is not fully funded by external finance would normally require the generation of capital receipts or further borrowing (the latter placing further pressure on the Revenue Budget from the consequent repayment costs). However, Budget Council on 4th March 2013 approved the creation of a Capital Investment Reserve to finance future capital expenditure. The balance of this

reserve at 31st March 2020 was £6.455m including the budgeted transfer into the reserve of £1.288m in respect of 2020/21. Of this £3.522m is already committed to deliver existing approved capital schemes in the years 2020/21 to 2021/22, leaving a forecast unallocated balance on the reserve at 31st March 2020 of £2.933m. The estimated transfers in are of course subject to change as costs and income undoubtedly fluctuate over the next 2 financial years.

An updated position in respect of the Capital Investment Reserve will be included within the Financial Forecast Update to be presented to the Finance and Democracy Committee in November this year and to Council the following month. Additional future projects will be subject to further consideration as part of the budget setting process for 2021/22. Whilst it remains the case that this reserve is the preferred source of finance for any further additions to the Capital Programme, continuing contributions to the reserve are required in order to maintain a sustainable funding source for future years.

CAPITAL PROGRAMME - 2020/21 IN-YEAR SCHEME MONITORING REPORT - AS AT 30/09/20

Appendix A

APPROVED SCHEMES	Head of Service / Budget Holder	Financing Source	Approved Budget 2020/21 £000	Slippage B/F from 2019/20 £000	Adjustments from 05/03/20 £000	Updated Budget 2020/21 £000	Expenditure to 30/09/20 £000	Variance £000	Comments
FINANCE & DEMOCRACY COMMITTEE									
Purchase of Land Adjacent to Squires Gate Station	Darren Bell	Capital Investment Reserve	0	5		5		5	This project is ongoing and we are currently awaiting the registration of the land with the current land owner and the Land Registry before further progress can be made.
Lytham Hall Driveway	Paul Walker	Capital Investment Reserve			52	52	52	0	The scheme has been completed within budget.
Sub total			0	5	52	57	52	5	
TOURISM & LEISURE COMMITTEE									
Fairhaven Lake & Promenade Gardens Restoration	Mark Wilde	Capital Investment Reserve	2,083	16		2,099	92	2,007	The expenditure profile for this scheme has been rephased following the procurement of the new consultant team which has led to a minor slippage request into 2020/21. Contracts for Building works and Landscape works have now been let within budget. Building and Landscaping works are scheduled to be completed by May 2021. The lake works project will be undertaken next financial year 2021/22 and will be rephased in future updates of the financial forecast.
Fairhaven Adventure Golf	Mark Wilde	Capital Investment Reserve	505	-14		491	422	69	There had been an accelerated spend on Fairhaven Adventure Golf in 2019/20 for the preliminary works. The budget for 2020/21 has been reduced by £14k to offset the additional spend in 2019/20. Capital works are now complete and scheme is operational. Some additional landscaping works will be undertaken in Winter 2020 to improve accessibility to the facility.
Promenade Footways	Darren Bell	No external finance - funded by borrowing / general asset disposal receipts	75			75		75	For 2020/21 this funding is intended to be used to improve the footway surface around St Annes Promenade bandstand and boating pool. The scheme is linked with the Pier linkage scheme with the intention that works will run concurrently by the same contractor. It is expected that a draw-down report for the funding will be presented to the committee in January 2021.
Staining Playing Fields Development Scheme	Mark Wilde	S106 Developer Contributions / Capital Investment Reserve	94			94		94	The drainage contract has now been completed and the final account is expected by mid Oct 2020, leaving an estimated remaining budget of around £55k. Plans for landscaping works are currently being developed with project completion anticipated by Spring 2021.
Coastal Signage Improvements	Darren Bell	Capital Investment Reserve	60			60		60	Phases 1 and 2 (Consolidation / Rationalisation and Digital Beach Signs) are currently in progress. A further tendering exercise will take place early November. Once a supplier has been commissioned there is estimated 12 week lead time. Internal construction works for the selected locations are being prepared. Phases 3-5 (Beach Safety, Waymarking & Directional and Heritage and Interpretation) are currently being modelled.
Open Space access control measures	Mark Wilde	Capital Investment Reserve	15			15	4	11	This scheme was completed within budget in September 2020 for the Blackpool Road North Paying Fields and Ramsgate Road, St Annes sites.
Coastal Explorers	Mark Wilde	Capital Investment Reserve	20			20		20	The Big Lottery 'Reaching Communities' Fund and all other funding applications have been paused due to covid restrictions. The development of a bid for the second phase of the project entitled 'Sightlines & Shorelines' (formerly Coastal Explorers) is continuing with capital expenditure forecast to require re-phasing into 2021/22 in order to align with the reopening of the fund, expected to be in winter 2020.
Fylde Sand Dunes Improvement Scheme	Mark Wilde	S106 Developer Contributions / Specific Grants	0	46		46		46	The first phase of the scheme to regrade the dunes opposite the Persimmon Homes development has now been completed. The second and third phases of the scheme will be completed during winter 2020/21.
Improvements to Children's Play Areas	Mark Wilde	Capital Investment Reserve	50			50		50	The scheme has now commenced and will be completed by March 2021. Preparations for a November/ December 2020 tendering exercise have begun and officers are currently developing a contract specification. Works are expected to start in January 2021, subject to contractor availability.
Blackpool Road North Playing Fields Drainage	Darren Bell	Capital Investment Reserve	105			105		105	The project is to be re-tendered in November 2020 and a draw-down report will be presented to committee in January 2021. Works are expected to start in either March or after the football season finishes, subject to negotiation with the local football club. This may result in part or all of the funding needing to be re-phased into 2021/22.
Sub total			3,007	48	0	3,055	518	2,537	

APPROVED SCHEMES		Financing Source	Approved Budget 2020/21 £000	Slippage B/F from 2019/20 £000	Adjustments from 05/03/20 £000	Updated Budget 2020/21 £000	Expenditure to 30/09/20 £000	Variance £000	Comments
OPERATIONAL MANAGEMENT COMMITTEE									
Replacement Vehicles	Kathy Winstanley	Borrowing	562	251		813	458	355	A number of operational vehicles of a bespoke specification and with long build times have been commissioned but were not delivered to the Council by the end of 19/20. Slippage has been approved of £251k in this regard and the vehicles have now been received. The covid restrictions have caused delays with vehicles due to the closure of vehicle and body builders and staff being on furlough at these companies. The build times are increased for current and future vehicles/plant and any re-profiling will be reflected in future updates of the financial forecast.
Car Park Improvements	Darren Bell	No external finance - funded by borrowing / general asset disposal receipts	60			60		60	A scheme for the improvement of the interface between Stanner Bank car park and Inner Promenade is being developed with the intention to commence the works in early 2021.
Public Transport Improvements	Darren Bell	S106 Developer Contributions	48	60		108		108	This scheme relates to developer contributions (s106) funding that is paid to Lancashire County Council (LCC). The funding will contribute to the delivery of improved public transport services where an enhanced public transport requirement is identified as a result of increased housing development. These payments may be made over a period of several years and in this instance the s106 agreement allows for payments to be made up until 2028. Slippage of of £60k has been approved in order that the full amount may be paid to LCC in later years at the appropriate point in time.
Fairhaven and Church Scar Coast Protection Scheme	Darren Bell	Specific Government Grant (Environment Agency) / Capital Investment Reserve		461		461		461	The whole £22.1m Scheme has been completed and opened up to the public 5 months early and under budget (Completion certified on 19/06/20 against contract Completion Date of 17/12/20). The vast majority of user feedback has been very positive.
Fairhaven and Church Scar Coast Public Realm Works	Darren Bell	Capital Investment Reserve		280		280	212	68	The Church Scar public realm works were completed on the 31st March 2020 and were opened to the public on May 14th 2020. The Fairhaven public realm works and the remodelling of the entrance to Stanner Bank Car Park have been delayed due to covid restrictions. The site works are scheduled to be completed by Nov 2020.
Accommodation/ facilities at Snowdon Road Depot - Welfare Improvements	Darren Bell	Capital Investment Reserve	343			343	1	342	Project details are being finalised and the scheme will be put out to tender shortly. It is expected that a draw-down report will be presented to committee in late 2020 with the works scheduled to start 2021.
Toilet facilities and perimeter fencing at the Splash Park facility	Darren Bell	Capital Investment Reserve		185		185	93	92	Due to covid restrictions the construction of the base and connection to utilities had to be delayed, as was the erection of the perimeter fencing. The public toilets are now complete and the fencing is due to be installed Autumn 2020.
Stanner Bank car park - barrier scheme	Darren Bell	Capital Investment Reserve		50		50		50	The barrier has been installed within the budget and has been operational since September 2020.
Charging Infrastructure for Electric Taxis	Darren Bell	Specific Government Grant	150			150		150	Contractors are currently liaising with Electricity Northwest regarding technical issues for each site. Timescales have been delayed by covid restrictions but the current revised timescale anticipates full project completion by January 2021.
Pleasant Street Car Park Toilet Refurbishment	Darren Bell	Capital Investment Reserve	82			82		82	This project was delayed due to covid restrictions then, by the time the contractor was ready to start on site, the closure of the public toilets would have occurred over the summer period. The Council have requested the contractor to delay the start of these works until September 2020.
Outdoor Digital Signage	Mark Evans	Capital Investment Reserve	32			32		32	The outdoor digital signage proposal has been referred to the Town Centres Working Group in order to consider alternative siting proposals that will be more suitable in the conservation area location in which they are proposed. Various options are currently being examined and it is expected that the projects will be delivered within this financial year.
Sub total			1,277	1,287	0	2,564	764	1,800	

Appendix A (Cont'd)

APPROVED SCHEMES		Financing Source	Approved Budget 2020/21 £000	Slippage B/F from 2019/20 £000	Adjustments from 05/03/20 £000	Updated Budget 2020/21 £000	Expenditure to 30/09/20 £000	Variance £000	Comments
ENVIRONMENT, HEALTH & HOUSING COMMITTEE									
Disabled Facilities Grants (DFG) Programme	Mark Evans	Specific Grant (Better Care Fund) / External Contributions / Grant repayments	1,130			1,130	371	759	Following earlier delays in activity due to covid restrictions the grant programme is now progressing as normal and all of the available funding is expected to be fully committed by the end of the financial year.
Housing Needs Grant	Mark Evans	DFG Grant Repayments			6	6		6	Housing Needs grant awards are dependent on the repayments received by the sale of properties where DFG grant has previously been provided. The funding to be used where professional services been provided, such as architectural fees, but the DFG grant has not gone ahead in 2020/21. Funding used in previous years for community information events such as 'heat and eat', however due to current covid restrictions unlikely such events can be arranged at present.
CCTV Replacement Schemes	Kathy Winstanley	Specific Grant (LSP Performance Reward Grant)		27		27		27	Discussions have taken place with St Anne's Town Council, regarding upgrading the analogue cameras in the town centre to IP cameras. Currently, as the cameras in St Anne's are still in good working order, this is not a priority in 2020/21 and therefore the monies on the capital programme will need to be rolled over to 2021/22. The upgrade of the cameras in Kirkham town centre, would also be considered at the same time.
Cemetery and Crematorium - Infrastructure Phase 3a	Darren Bell	Capital Investment Reserve		102		102		102	This project is now is now 90% complete with some cross over works from phase 3b. Both phases have the same expected completion date of October 2020.
Cemetery and Crematorium - Infrastructure Phase 3b	Darren Bell	Capital Investment Reserve	194			194	110	84	This project is now is now 90% complete with cross over works from phase 3a. Both phases have the same completion date of October 2020. Additional landscaping, surfacing and drainage works, funded through project savings, may push completion into November 2020.
Hydration Points	Darren Bell	Capital Investment Reserve	30			30		30	As the hydration points could not be installed before summer 2020 due to covid restrictions the project has been delayed so that a draw-down report will be presented to the committee in November 2020. Installation will now be carried out March 2021 so that the units are in place for summer 2021.
Fylde Affordable Housing Delivery Programme	Mark Evans	S106 Developer Contributions			60	60		60	This funding had been allocated to deliver an affordable housing survey which requires community engagement that cannot be carried out within the current social distancing restrictions that must be observed. As a result the project has been delayed. It is currently anticipated that the survey will be able to take place in Spring 2021, but this will be dependant upon Covid 19 guidance in place at that time.
Sub total			1,354	129	66	1,549	481	1,068	

APPROVED SCHEMES		Financing Source	Approved Budget 2020/21 £000	Slippage B/F from 2019/20 £000	Adjustments from 05/03/20 £000	Updated Budget 2020/21 £000	Expenditure to 30/09/20 £000	Variance £000	Comments
PLANNING COMMITTEE									
St Annes Regeneration Schemes	Mark Evans	S106 Developer Contributions / Capital Investment Reserve	80	117		197		197	The funding is specifically aimed at delivering the Wood Street (Phase 3) Scheme. Works commenced but were suspended due to the covid situation. At the appropriate time work will re-commence with completion scheduled during 2020/21. Slippage in the sum of £117k has been approved to provide for those works in 2020/21. Any residual amounts unspent will be directed towards the implementation of the next phase of the regeneration scheme.
St Annes Road West – Square to Pier link and Gateway	Mark Evans	Capital Investment Reserve	110			110		110	This project was referred back to the Planning Committee by the Finance and Democracy Committee. Accordingly the scheme is being redesigned and so will not be delivered in line with the originally anticipated time frames. It is still expected that the scheme will be completed by Easter 2021, but this will depend on a number of external factors.
Lytham Regeneration Schemes	Mark Evans	S106 Developer Contributions / Capital Investment Reserve	300	400		700		700	Work has commenced on the redesign and re-planning of the public realm of Lytham Centre. The capital works are expected to commence in 2020/21.
Kirkham Public Realm Improvements	Mark Evans	S106 Developer Contributions / Capital Investment Reserve		5		5		5	This is a residual amount from the last phase of regeneration works allocated for signage which will now be delivered in 2020/21.
M55 Link Road	Mark Evans	S106 Developer Contributions / M55 Link Road Reserve	1,000	83		1,083		1,083	The accelerated delivery of the M55 Link Road is subject to a funding package made up from a number of sources. Due to issues with securing a commitment to the project from all partners, it has not been possible to progress the road project to date. Negotiations are continuing in order to secure funding and allow the project to move forward.
Ans dell / Fairhaven - Public Realm Scheme	Mark Evans	Capital Investment Reserve		10		10		10	The Woodlands Road scheme has been phased over several years. The latest phase is not yet complete including the completion of the street lighting. An amount outstanding will be due to Lancashire County Council which is acting as the main contractor.
St Annes Pier - Coastal Revival Fund	Mark Evans	Specific Grant		5		5		5	This scheme is funded by a specific grant from MHCLG for which Fylde Council is acting as the accountable body.
Kirkham and Wesham Station	Mark Evans	S106 Developer Contributions		15		15		15	This funding was identified to allow a feasibility study to be carried out which would examine the alternative proposals available to deliver off street parking at Kirkham and Wesham Station. This has been delayed as a result of changes to the rail franchise operating on the Preston-Blackpool Line, but the project is now progressing.
Future High Street Fund: Kirkham	Mark Evans	Specific Grant	75	25		100	65	35	This is a government-funded scheme with delivery phased over a number of years. Funding is being utilised on a staged basis in connection with consultant requirements to deliver the detailed business case.
Wesham Community Centre	Mark Evans	Capital Investment Reserve / S106 Developer Contributions / Specific Grant	119			119		119	This scheme was programmed to commence in early October 2020, Whilst preliminary ground works have commenced a national shortage of building materials means that there is now a 6 - 8 week lead in for delivery of some of the required materials. Work is expected to recommence in the New Year and the project should be completed during the current year.
Elswick Village Green	Mark Evans	Capital Investment Reserve / S106 Developer Contributions / Specific Grant	115			115		115	Elswick PC are leading this proposal and have faced a number of challenges in delivering the project in line with the originally agreed programme. To avoid carrying out significant groundworks over the winter period, works are now intended to commence in Spring 2021. Progress of the project will continue to be monitored.
Kirkham Heritage Action Zone	Mark Evans	Capital Investment Reserve / S106 Developer Contributions / Specific Grant	1,145			1,145		1,145	This is a 4 year programme with spending being spread across the programme period. Delays of approx 6 months have resulted from the Coronavirus pandemic and officers are currently working with Historical England to agree a reprofiling of the spend. Once agreed this will be reported to members.
Sub total			2,944	660	0	3,604	65	3,539	
Total Expenditure			8,582	2,129	118	10,829	1,880	8,949	

UPDATED 5 YEAR CAPITAL PROGRAMME 2020/21 TO 2024/25 - BY SCHEME

	Estimate 2020/21 £000	Estimate 2021/22 £000	Estimate 2022/23 £000	Estimate 2023/24 £000	Estimate 2024/25 £000
FINANCE & DEMOCRACY COMMITTEE					
Purchase of Land Adjacent to Squires Gate Station	5				
Lytham Hall Driveway	52				
Sub total	57	0	0	0	0
TOURISM & LEISURE COMMITTEE					
Fairhaven Lake & Promenade Gardens Restoration	2,099	125			
Fairhaven Adventure Golf	491				
Promenade Footways	75	40	40	40	40
Staining Playing Fields Development Scheme	94				
Coastal Signage Improvements	60				
Open Space access control measures	15				
Coastal Explorers	20				
Fylde Sand Dunes Improvement Scheme	46				
Improvements to Children's Play Areas	50				
Blackpool Road North Playing Fields drainage	105				
Sub total	3,055	165	40	40	40
OPERATIONAL MANAGEMENT COMMITTEE					
Replacement Vehicles	813	119	306	971	791
Car Park Improvements	60	30	30	30	30
Public Transport Improvements	108	48	30		
Fairhaven and Church Scar Coast Protection Scheme	461				
Fairhaven and Church Scar Coast Public Realm Works	280				
Accommodation/ facilities at Snowdon Rd Depot - Welfare Improvements	343				
North Beach Car Park: Development of Toilet Facilities	185				
Stanner Bank car park - barrier scheme	50				
Charging Infrastructure for Electric Taxis	150				
Pleasant Street Car Park Toilet Refurbishment	82				
Outdoor Digital Signage	32				
Sub total	2,564	197	366	1,001	821
ENVIRONMENT, HEALTH & HOUSING COMMITTEE					
Disabled Facilities Programme	1,130	1,130	1,130	1,130	1,130
Housing Needs Grant	6				
Rapid Deployment CCTV Replacement Projects	27				
Cemetery and Crematorium - Infrastructure Works Phase 3a	102				
Cemetery and Crematorium - Infrastructure Phase 3b	194				
Hydration points	30	30			
Fylde Affordable Housing Delivery Programme	60				
Sub total	1,549	1,160	1,130	1,130	1,130
PLANNING COMMITTEE					
St Annes Regeneration Schemes	197				
St Annes Road West – Square to Pier link and Gateway	110				
Lytham Regeneration Schemes	700	100			
Kirkham Public Realm Improvements	5				
M55 Link Road - S106 monies for design work	1,083				
Ansdell / Fairhaven - Public Realm scheme	10				
St Annes Pier - Coastal Revival Fund	5				
Kirkham and Wesham Station	15				
Future High Street Fund: Kirkham	100				
Wesham Community Centre	119				
Elswick Village Green	115				
Kirkham Heritage Action Zone	1,145	1,530	0	115	
Sub total	3,604	1,630	0	115	0
Total Expenditure	10,829	3,152	1,536	2,286	1,991

UPDATED 5 YEAR CAPITAL PROGRAMME 2020/21 TO 2024/25 - FINANCING

	Estimate 2020/21 £000	Estimate 2021/22 £000	Estimate 2022/23 £000	Estimate 2023/24 £000	Estimate 2024/25 £000
FINANCING:					
Capital Receipts - General Asset Sales	90	45	45	45	45
Capital Receipts - Right to Buy Receipts	50	25	25	25	25
Better Care Fund / Disabled Facilities Grant	1,090	1,090	1,090	1,090	1,090
Disabled Facilities Grant Repayments - 'Housing Needs Grants'	6				
Section 106 Monies - St Annes	147				
Section 106 Monies - Lytham	130				
Section 106 Monies - M55 Link-Road	83				
Section 106 Monies - Public Transport Improvements	108	48	30		
Section 106 Monies - Kirkham and Wesham Station	15				
Section 106 Monies - Fylde Sand Dunes Improvement Scheme	19				
Section 106 Monies - Wesham Community Centre	45				
Section 106 Monies - Elswick Village Green	35				
Section 106 Monies - Kirkham Heritage Action Zone	260	85	0	115	
Section 106 Monies - Fylde Affordable Housing Delivery Programme	60				
Capital Investment Reserve	2,344	100			
Capital Investment Reserve - Budget Council March 2020	799	80			
Capital Investment Reserve - Underwriting max £343k - Fairhaven	251				
M55 Link-Road Reserve	1,000				
Funding Volatility Reserve - Fairhaven Restoration Project	400				
Other External Finance (see analysis below)	3,090	1,560	40	40	40
Direct Revenue Finance					
Prudential Borrowing	807	119	306	971	791
Total Financing	10,829	3,152	1,536	2,286	1,991

Total surplus (-) / shortfall in year	0	0	0	0	0
Cumulative surplus (-) / shortfall	0	0	0	0	0

See note below for external funding available to finance the above schemes:

Other External Finance: Analysis					
LSP Performance Reward Grant	27				
Environment Agency - Fairhaven and Church Scar	494				
Coastal Revival Fund - St Annes Pier	5				
Central Government Grant - Future High Street Fund: Kirkham	100				
Staining Parish Council	13				
John Lees Charitable Trust	30				
New Fylde Housing - DFG Contribution	40	40	40	40	40
Lancashire Environmental Fund - Fylde Sand Dunes Imp't Scheme	27				
Heritage Lottery Fund - Fairhaven Restoration Project	1,100	125			
Sport England - Fairhaven Restoration Project - confirmed	100				
United Utilities - Fairhaven Restoration Project	60				
Lytham Schools Foundation - Fairhaven Restoration Project	15				
Café Tenant Contribution	15				
RSPB - Fairhaven Restoration Project	8				
Lancashire Environmental Fund - Fairhaven Restoration Project	30				
Central Government - Charging Infrastructure for Electric Taxis	150				
Wesham Town Council	24				
Elswick Parich Council	10				
Kirkham Town Council	150				
External Grants - Lancs Env Fund	30				
External Grants - Pocket Parks	15				
External Grants - Historic England	279	1,395			
External Grants - Parks Improvements	12				
Private Sector / Other	356				
	3,090	1,560	40	40	40