

# **Agenda Planning Committee**

Date: Wednesday, 13 June 2018 at 6:30 pm

Venue: Town Hall, St Annes, FY8 1LW

Committee members: Councillor Trevor Fiddler (Chairman)

Councillor Richard Redcliffe (Vice-Chairman)

Councillors Christine Akeroyd, Jan Barker, Michael Cornah, Neil Harvey, Kiran Mulholland, Linda Nulty, Liz Oades, Sandra Pitman, Heather Speak, Ray Thomas.

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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 23 May 2018 as a correct record.	1
3	Substitute Members:  Details of any substitute members notified in accordance with council procedure rule 23.	1
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# **DECISION ITEM**

REPORT OF	MEETING	DATE	ITEM NO		
DEVELOPMENT SERVICES DIRECTORATE	PLANNING COMMITTEE	13 JUNE 2018	4		
COASTAL FOOTPATH FNHANCEMENTS					

#### **PUBLIC ITEM**

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

#### **SUMMARY**

The Council has received a sum of £20,000 under a section 106 agreement in relation to planning application 13/001. This report sets out proposals to spend the money.

#### **RECOMMENDATION**

The committee is invited to;

- Recommend to the Finance & Democracy Committee an addition to the 2018/19 capital programme in the sum of £20,000 for a coastal footpath enhancement scheme, to be fully funded from the Section 106 contributions as detailed in this report.
- Authorise the proposed expenditure in respect of the scheme to undertake improvements to the extension of Lytham Green, to the value of £20,000, as detailed in this report. This is subject to the Finance and Democracy Committee approving that the scheme be added to the capital programme for 2018/19.
- Approve the tendering and letting of the contract for provision of signage and improved access in the sum of £20,000 to the lowest tenderer, subject to addition of the scheme to the capital programme being approved by the Finance & Democracy Committee in the same amount.

#### **SUMMARY OF PREVIOUS DECISIONS**

Planning permission was granted by the Council on the 5<sup>th</sup> August 2013. As part of the planning permission for the development on the DANBRO site, a Section 106 agreement was negotiated that would provide for the following.

- An initial £20,000 to be paid as a contribution to provide appropriate signage to enhance the public awareness of the routes to the Quays open space (New Green). This was to be used by October 2018 otherwise the developer could request re-payment.
- Further contributions to make additional enhancements to the link but triggered by the development of the apartment element of the scheme.

CORPORATE PRIORITIES	
Spending your money in the most efficient way to achieve excellent services (Value for Money)	
Delivering the services that customers expect of an excellent council (Clean and Green)	
Working with all partners (Vibrant Economy)	
To make sure Fylde continues to be one of the most desirable places to live (A Great Place to Live)	٧

#### **BACKGROUND**

- 1. Planning permission was granted in August 2013 for the re-modelling and extension of the former Land Registry building, East Beach, Lytham. The single planning permission did, however, comprise of two strategic elements. Firstly, the principal building, dating from the 1960's, in the form of a concrete framed structure was retained, but the external elevations substantially re-modelled, resulting in a significant visual enhancement. An additional storey was also added. This element of the site redevelopment has been completed and the office block now fully occupied, with the company DANBRO the largest anchor (Phase 1.)
- 2. In addition to the reconstruction works to the former building, permission was granted for significant extensions, effectively attached to the seaward (southerly) side of the existing building to provide for a 'block' of residential apartments (Phase 2). This element of the scheme has not commenced although the planning permission remains 'live'.
- 3. The large site to the east of this site was formerly occupied by employment uses including general manufacturing industry and a large bakery, extending up to the Ribble Estuary boundary. Over time, these large employers' relocated and large parts of the site became redundant and often derelict. Through a due process, a series of planning permissions were granted for residential development to become subsequently known as Lytham Quays. As part of the planning for the site, the provision of a large area of open space was negotiated with the developers between a defined frontage line of residential development and the Estuary.
- 4. This intervening area extends the full length of the Lytham Quays site from the DANBRO development at its westerly edge to its easterly end, close to Dock Road. This open space has created a setting for the development of Lytham Quays, in addition to providing for recreational provision and access to the foreshore/estuary, thereby opening up, for the general public, extensive views over the estuary and beyond.
- 5. This open space is publicly accessible, albeit maintained by the Lytham Quays Management Company and in effect forms a linear extension to Lytham Green. Importantly, the open space contains a footpath and effectively should form part of the Lancashire Coastal Way.
- 6. During the consideration of the DANBRO proposal, the opportunity to link the existing Green with the new or extended Green formed a part of the discussion with the developer. A link through the site was the preference but not agreeable to the developer. However, the two open spaces are now, in fact, physically linked by two means. Firstly, by way of an informal footpath from the edge of Lytham Green, around the foot of the elevated car park wall (sea wall) and up to the New Green by way of a concrete staircase. The second is by way of East Beach/Preston Road, into the Quays development and through an 'openable' gate up to the foreshore.
- 7. Neither of these routes are currently signposted, which suggests that there may not be extensive public awareness as to the accessibility of the New Green, or where there may be, a lack of clear signposting that explains the options providing for public access.
- 8. As part of the planning permission for the development on the DANBRO site, a Section 106 agreement was negotiated that would provide for the following.
- 9. An initial £20,000 to be paid as a contribution to provide appropriate signage to enhance the public awareness of the routes to the Quays open space (New Green). This was to be used by October 2018 otherwise the developer could request re-payment.
- 10. Further contributions to make additional enhancements to the link but triggered by the development of the apartment element of the scheme.

#### **PROPOSAL**

11. It is proposed to implement the first aspect of the scheme with the available funding of £20,000. This would entail the provision of appropriately located signage to waymark the two 'routes' but primarily the longer route along public highways as this would not involve gradients, steps and is well surfaced.

- 12. In so far as the 'sea wall' route is concerned, this may take the form of a series of re-profiled steps, a boardwalk or similar structure at surface (beach) level, subject to the appropriate permissions and consents being obtained in the future. A further contribution under a Section 106 would also be available.
- 13. The scheme is intended to enable residents and visitors access to the extension of Lytham Green fronting Lytham Quay's using two routes –
- 14. A high Tide route which will signpost pedestrians from the end of Lytham Green adjacent to Jubilee House onto the Pavement at East Beach onto Preston Road into Victory Boulevard onto the Public Open space and eventually onto the Lancashire Coastal Way. See Appendix A.
- 15. A low tide route which will allow pedestrians to step down onto the foreshore and walk adjacent to Jubilee House and the sea wall which eventually leads onto the Lancashire coastal way via the new green. See Appendix A.
- 16. The Council has secured a payment of £20,000, further to planning application 13/001. The money will enable Lytham Coastal Path Enhancements. A detailed scheme was put together as part of the planning decision process and is part of the section 106 agreement. The full document is included as an appendix.
- 17. A proposal has been put together in conjunction with Ryder Associates, to deliver the intended coastal path enhancements. There have been delays getting to this stage, the works being carried out by Ryders will ensure the work is done before the spend time limits expire.

#### **SCHEME DETAILS**

- 18. This scheme is the implementation of the enhancement works as laid out in the section 106 agreement. The agreed schedule of works are listed in Appendix B and the general scope for the works is listed in Appendix C. The overall objective of this scheme is to ensure that residents and visitors are visually directed from the current end of the coastal path west of DANBRO to the new green at Lytham Quays, by both a high tide and a low tide route. This will be achieved by installing directional signage both free standing and retrofitted to existing highway lighting columns along the new route. There will be the addition of two interpretation boards that will explain the coastal path and also inform the reader of the historical and natural importance of the area. Furthermore there will be two new benches installed and the steps west of DANBRO will be upgraded, this will facilitate a new handrail to the steps and the steps themselves remodelled for both safety and aesthetics. Ultimately this scheme will extend the existing Lytham coastal path and encourage residents and visitors to enjoy the benefit of the landscape views from the new green at Lytham Quays.
- 19. The proposed signage is essential in guiding people to and through the public open space and along Lytham coastal path to the new extension. It will bring the site's value to the user's attention, as well as sends out the message the area is being actively managed and cared for, which is important in deterring vandalism and antisocial behaviour. All signage will meet visitor needs as well as the historic, aesthetic and environmental sensitivities of the area along the route.
- 20. The proposed signage can be seen in Appendix D.
- 21. The proposed benches can be seen in Appendix E.

#### **MAINTENANCE**

#### Steps

22. The steps will require and annual visual inspection and the handrails are expected to need painting every 3-4 years.

#### Signs

23. The signage is expected to be maintenance free for 10+ year's however this is dependent on colour choice, vandalism and the change of corporate branding.

### **Benches**

24. Yearly inspection. The cast iron bench frame will require painting every 3-4 years and the slats will be dependent on material choice either hardwood Iroko slats or composite plastic which will affect maintenance cycles.

#### **Funding**

25. All ongoing maintenance of the scheme, if approved, would be met from existing approved revenue budgets.

#### **PROGRAMME**

This decision item to be presented to FBC planning committee Technical services to have construction drawings and specification complete Tender the works Provisionally award the contract Formal Contract award Works commence 13 Jun 2018
 29 Jun 2018
 02 Jul 2018
 02 Aug 2018
 10 Aug 2018
 13 Aug 2018 onwards

#### **PROCUREMENT**

- 26. A restricted tendering procedure will be adopted for the procurement of services required to complete all works as a package contract, which shall be tendered using The Chest, the North West's Local Authority Procurement Portal. A mid-range contract will used as the value of works and services are estimated to be £10,000 or more but less than £100,000 as per Fylde's guide to procurement, March 2018.
- 27. A specification of works will be produced by the Technical services Department which shall form the basis of the contract along with drawings produced by Ryder Architects, which the invited bidders shall use to build their tender submission.
- 28. Tenders are to be assessed following a consistent evaluation methodology in line with Fylde procurement best practice and shall be assessed for both quality and price. The following criteria will be applied to quality;
  - Technical suitability
  - Financial viability and stability
  - Quality systems
  - Customer care and after sales service
  - Experience and past performance
  - Aesthetic and functional characteristics
  - Delivery date and other management factors.

	IMPLICATIONS			
Finance	The report requests that the Finance and Democracy Committee be recommended to approve a fully-funded budget addition to the capital programme for 2018/19 for a coastal footpath enhancement scheme in the sum of £20,000, to be met from 106 contributions as detailed in the report. Ongoing maintenance of the scheme, if approved, would be met from existing approved revenue budgets.			
Legal	Section 106 contributions are made by developers under specific planning agreements relating to each new development. The planning agreement will specify how the monies are to be spent in terms of geography and scope and a developer may require repayment of \$106 contributions should this contribution not be spent by October 2018.			
Community Safety	The addition of both a handrail and improvements to the steps will ensure safer access to the foreshore.			
Human Rights and Equalities	None arising from this report			
Sustainability and Environmental Impact	None arising from this report			
Health & Safety and Risk Management	Submissions arising from the tendering of this work will be required to display specific Health and Safety information pertaining to the construction and installations of this proposed work. Furthermore the successful contractor will be required to safeguard the public and their own employees throughout this contract.			

LEAD AUTHOR	CONTACT DETAILS	DATE
Darren Bell / Paul Drinnan	Email & Tel pauld@fylde.gov.uk 01253 658434	29th May 18

## **Attached Documents**

Appendix A - Signage Location Plan and High Tide Route

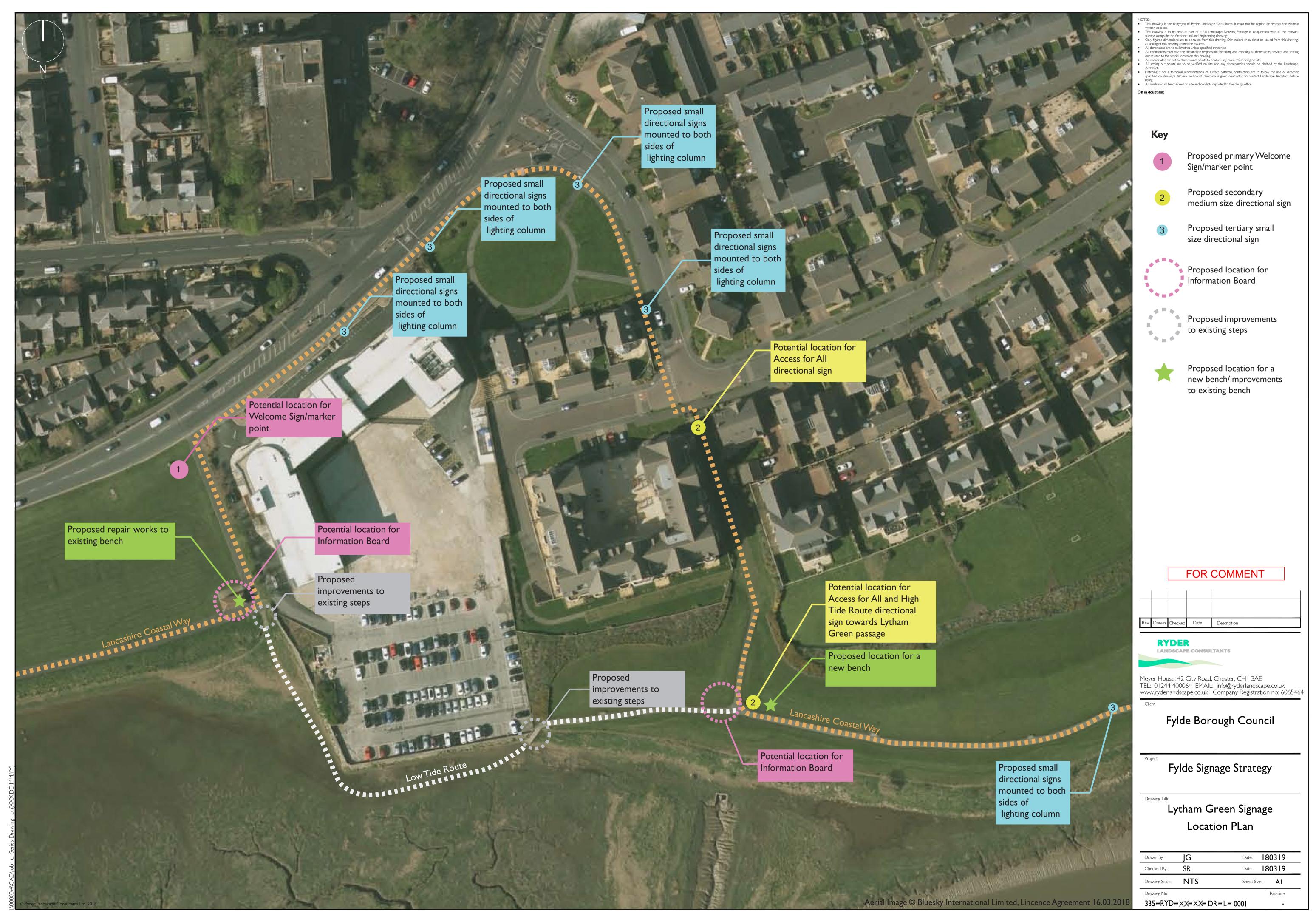
Appendix B - Coastal Path Enhancement Agreed Scheme

Appendix C - Coastal Path Enhancement Developer Proposals

Appendix D - Proposed Signage Style

Appendix E - Proposed Bench Style

Appendix F - Committee Risk Assessment



# FOX PLANNING CONSULTANCY

75 GARSTANG ROAD EAST POULTON-LE-FYLDE FY6 7HL

COASTAL PATH ENHANCEMENT SCHEME
SCHEDULE OF WORKS & AGREED SCHEME
REQUIRED BY CONDITION 3 ON PLANNING APPLICATION 13/0001
DEVELOPMENT AT JUBILEE HOUSE, EAST BEACH, LYTHAM
1 AUGUST 2013

Planning Condition No 3 on application 13/0001 states:

Prior to the commencement of development, a scheme for the enhancement of the coastal path, in accordance with the details provided in the 'Lytham Coastal Path Enhancement Proposals by Danbro & EDG Properties Limited 3rd May 2013,' shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with a schedule of works which shall form part of the agreed scheme.

Reason: In order to provide a good quality pedestrian facilities in accordance with policy TR1 of the Adopted Fylde Borough Local Plan.

The draft S106 Agreement requires payment for the above works to be made by the applicants to FBC within three months of the date of the planning consent. The remainder of the £150,000 will be paid upon the occupation of the 10<sup>th</sup> apartment.

Consistent with the 'Lytham Coastal Path Enhancement Proposals by Danbro & EDG Properties Limited 3rd May 2013,' it is proposed that the scheme required by Condition 3 shall include the following:

#### Schedule of Works:

- 2 benches
- 2 signboards
- 5 directional signs
- Erection of handrail to steps adjacent to Jubilee House, leading from The Green to foreshore
- General tidy-up of the overgrown area on The Green adjacent Jubilee House.

Costs: The costs for the above works is agreed at £20,000

The Coastal Path Enhancement Report dated 3 May 2013 submitted to FBC indicates the schematic position of the enhancement works. It is agreed by Danbro and EDG Properties that the decision of the exact position and design of the signboards, directional signs and benches will be determined by FBC. It is understood that these works will be designed in conjunction with a larger community based scheme enhancing a trail linking Lytham Hall to Lytham Green and Promenade and an overall design consistency will be achieved.

The approved costs of £20,000 will be paid to Fylde Borough Council by the applicants within 3 months of the issue of the planning consent as required by the S106 Agreement. FBC will be responsible for implementing the scheme following receipt of payment.

This submission reflects the discussions/agreement with Paul Drinnan, Head of Regeneration, FBC, in June 2013.

Tel: 01253 885515 Mobile: 07749324825 Email: foxpc@btinternet.com

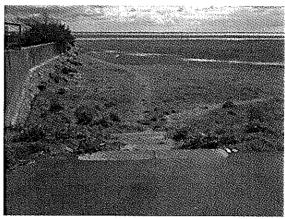
# LYTHAM COASTAL PATH ENHANCEMENT

# Proposals by Danbro & EDG Properties Ltd









3 May 2013

## Introduction

Danbro and EDG Properties Ltd have submitted a planning application for the redevelopment of the former Land Registry Offices Birkenhead House, now known as Jubilee House, which is currently being considered by Fylde Borough Council under planning application ref 13/0001.

The following benefits will result from the proposed development:

- Creation of around 200 new Jobs for Danbro as part of their on-going expansion plans.
- Office/business space providing opportunities for micro and new start-up businesses.
- Creation of between 100 and 120 jobs in construction during the development phase of the office development.
- Creation of between 100 and 120 jobs in construction during the development phase of the residential development.
- Significant long term benefits for the local economy and environment
- Regeneration of a disused site and unattractive buildings.
- High quality architectural design and materials on one of the most important sites in Fylde.
- Visual enhancement and improvements to the amenity of the area.

In addition to the above benefits Danbro and EDG Properties would like to voluntarily provide some enhancements to the existing coastal path as a form of community benefit.

This report contains the results of a visual survey of the existing path in the vicinity of Jubilee House and identifies potential scope for improvement in the form proposals that Danbro and EDG Properties are willing to provide.

# The Existing Coastal Path

The existing coastal path in the vicinity of Jubilee House comprises four different forms, each of which adds character, variety and interest to the route:

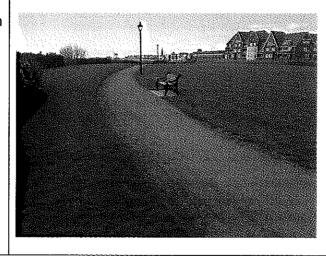
1. The formal promenade path along The Green.



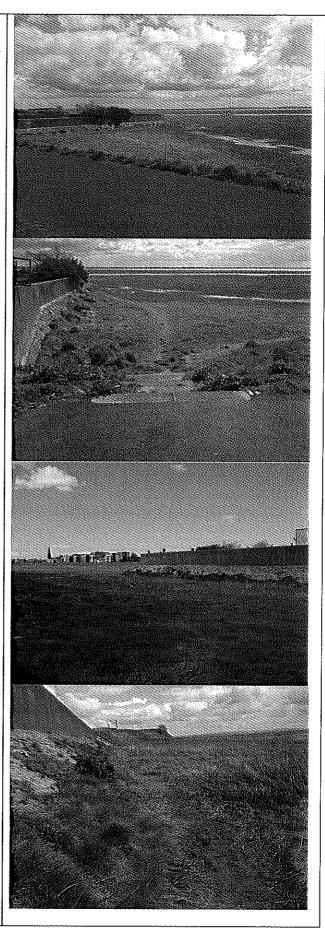
2. The path at the east end of The Green leading from the promenade to East Beach



3. The formal promenade path at Lytham Quays which is still under construction



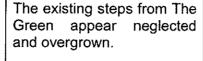
4. The informal path network following desire lines along the grassed foreshore of the Ribble Estuary which is reached via steps off The Green and recently constructed steps adjacent The Breakers.



# Results of Visual Survey







Tidy-up steps.



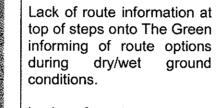
- There is no handrail on the steps.
- Attach handrail to steps to improve public safety.



A single way marker post directs path users along the

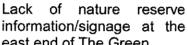
path on The Green.

Improve way-marking



ground

Proposed signboard at top of steps informing of the route options and nature conservation information.



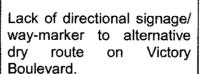
dry/wet

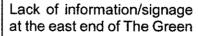


information/signage at the east end of The Green

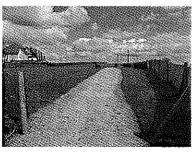


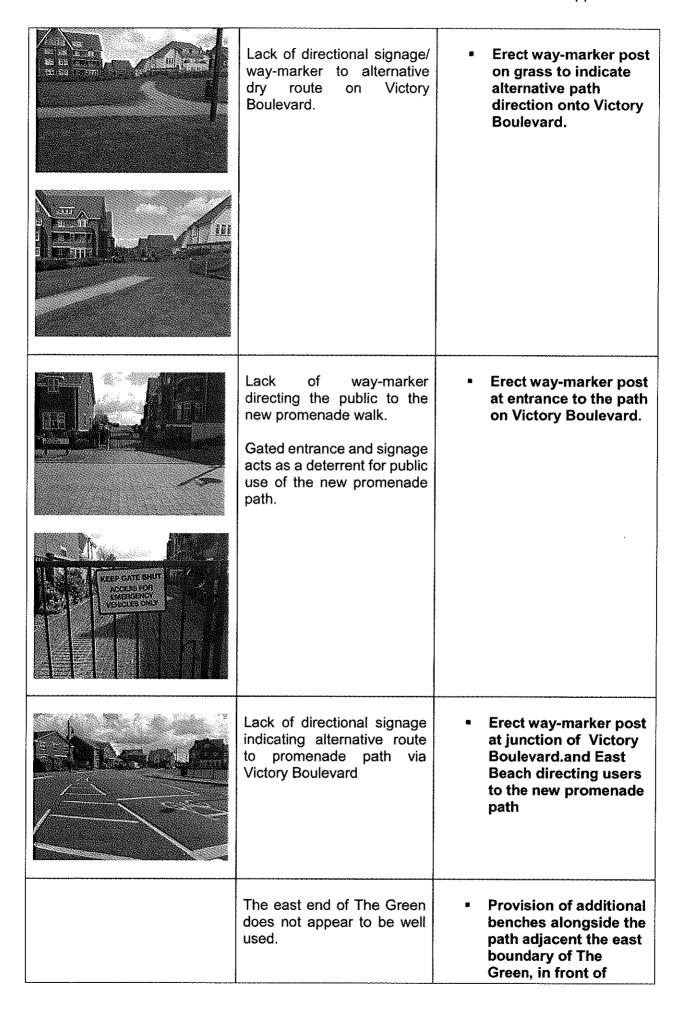
Lack of route information at top of steps onto the new promenade route informing of route options during dry/wet ground conditions.

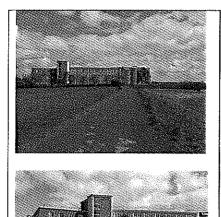




- Erect way-marker post at top of steps adjacent The Breakers
- Proposed signboard at top of steps adjacent The Breakers informing of the route options and nature conservation information.

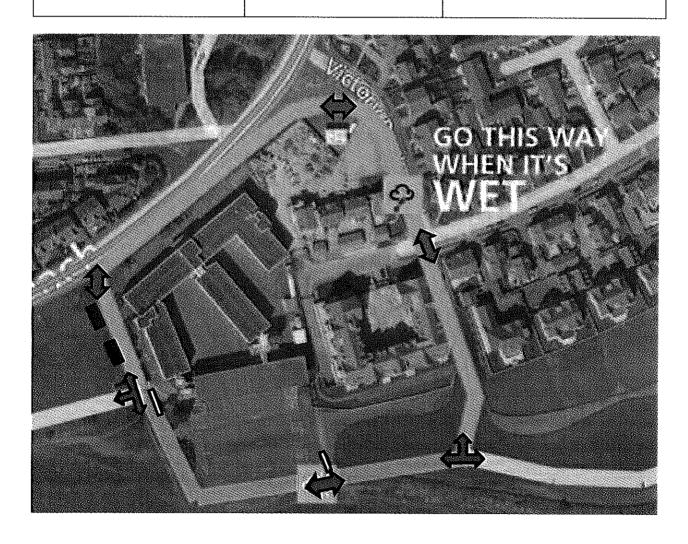




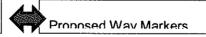


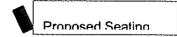
There is currently no seating along the east boundary of The Green in front of Jubilee House.

Jubilee House. This would encourage the public to linger and enjoy the vista of The Green.









# Viability Issues

In considering the current planning application Fylde Borough Council planning officers have suggested that the applicants consider the provision of a coastal path route through the application site in order that members of the public can avoid using the existing foreshore route when ground conditions on the foreshore are wet/muddy. This however raises a number of issues; in particular it would significantly affect the financial viability of the development, in addition to raising concerns regarding security, crime prevention and residential amenity.

The financial viability for the site already shows a significant negative as can be seen in the viability report and should a public footpath run through the site this would have an impact on the existing land value and sale values of the apartments by up to 20%. As the apartment development is only helping to mitigate the already negative viability this reduction in values could make the development impossible to fund.

The provision of a boardwalk path along the Council owned foreshore has been considered however the costs are estimated at around £250k and this figure is unaffordable. The erection of a boardwalk on this tidal land raises issues of maintenance, on-going costs and sustainability. In addition, any impact upon the conservation interests of the nature reserve would likely require an ecological appraisal and could be problematic.

The proposed coastal path enhancements will provide an attractive compromise situation with community benefits funded exclusively by the applicants and undertaken in 2013.

The proposed development requires a huge investment by the applicants and represents a rare opportunity in the current climate of economic recession for the Council to facilitate significant economic regeneration, job creation and major environmental enhancement alongside the opportunity of contributing towards the borough's shortfall in housing supply. The proposal would provide a highly sustainable form of development and on all counts the proposed development provides significant benefits that ought to outweigh any aspirations for the provision of a path through the site.

# **Planning Policy**

It is submitted that the proposed development does not conflict with policy, it represents a highly sustainable form of development with huge environmental, economic and community benefits. The proposed coastal path enhancements are consistent with current policy. An analysis of current national and local policy is contained below.

#### North West Regional Spatial Strategy (NWRSS)

Policy EM4 of the NWRSS identifies areas of search for Regional Parks, with the North West Coast identified as one of these. As a strategic document it contains aspirational policy that requires to be translated to the local level, into Local Plan policy, and does not identify a specific route. The proposed coastal path enhancements would positively contribute towards achieving the aims and objectives of the NWRSS in particular with regard to the objectives relating to improved, high quality, easily accessible coastal spaces for a range of activities and conservation interests. On balance the proposed development would not conflict with the NWRSS and there is no policy basis for refusal.

The NWRSS is due to be abolished by the Government however no date has been set.

## **National Planning Policy Framework (NPPF)**

The NPPF contains a range of general policies that can be applied to the proposed development. It is submitted that the proposed development and the coastal path enhancement proposals are consistent with the NPPF. A summary of the relevant NPPF policy relating to the coastal path issues follows:

The applicants' proposals will enhance the facilities of the existing coastal path and therefore the works are consistent with the objectives of Paras 75 and 114 of the NPPF.

NPPF Chapter 7 Requiring Good Design, paras 56 and 57: The proposed development achieves a high quality, inclusive design that would positively enhance the character and appearance of the area and comprises a sustainable form of development.

NPPF Chapter 8 Promoting Healthy Communities (para 69): The proposed coastal path enhancements will positively contribute towards providing a safe and accessible environment/development where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion. The proposed way-marking, signboards and additional seating will assist in achieving clear and legible pedestrian/cycle routes, and high quality public space, all of which encourage the active and continual use of public areas. The Police Architectural Liaison Officer's comments are a material planning consideration on this matter.

NPPF para 75 states: "Planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails. The proposed development would not be detrimental to the existing coastal path and the proposed enhancements will improve the existing route and its facilities. This is consistent with para 75. Whilst the NPPF encourages Local authorities to seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails, this is aspirational and should not be required if it would undermine the financial viability of the development; a balanced approach is required.

NPPF Chapter 10 Meeting the Challenge of Climate Change, Flooding and Coastal Change para 107 relating to development in a Coastal Change Management Area: The proposal complies with para 107 on the following basis:

- The development will be safe over its planned lifetime and will not have an unacceptable impact on coastal change;
- The character of the coast including designations is not compromised as demonstrated by the submitted Ecology Appraisal;
- The development provides a wide range of sustainability benefits, including urban regeneration, job creation and coastal path enhancements; and
- The development does not hinder the creation and maintenance of a continuous signed and managed route around the coast, to the contrary the proposed coastal path enhancements would significantly improve the existing route and inform the public and increase usage.

NPPF Chapter 11 Conserving and enhancing the natural environment para 114: The submitted Ecological Appraisal demonstrates that the proposed development would not have an adverse impact upon nature conservation interest. The proposed development will maintain, protect and enhance the character of the undeveloped coast and landscape. The proposed coastal path enhancements will positively improve public access to and enjoyment of the natural environment of the coast.

## Fylde Borough Local Plan

## Policy TR1

Local Plan Policy TR1 seeks to improve facilities for pedestrians and to encourage walking as an alternative means of travel. The proposed enhancement works will improve facilities for pedestrians, in particular the quality and attractiveness of the pedestrian/cyclist route via the provision of information and directional signage and additional seating. It is submitted that this is consistent with the spirit of Policy TR1. Criterion 4 of TR1 refers to the need to safeguard pedestrian safety. Taking the advice of the Police Architectural Liaison Officer the creation of a route through the Jubilee House site would not be conducive to public safety or crime prevention and therefore is considered inappropriate. The location of the proposed development is highly sustainable being well served by the existing coastal path and public transport. The proposed enhancement works will improve existing facilities and comply with the spirit of the policy. Danbro is working towards green carbon rating accreditation and actively promotes car sharing, cycling and the use of public transport by its staff.

Criterion 6 of Policy TR1 seeks "the creation of new recreational footpaths and the maintenance, way-marking and publicising of existing public rights of way". The proposed way-marking and directional/ information signage is consistent with this policy.

Policy TR1 does not specifically require the provision of a path route through the application site and on this basis, and taking into account the proposed coastal path enhancements, there is no justification for refusal of planning application 13/0001.

## **Policy TR2**

Policy TR2 promotes increased provision for bridleways particularly in areas of high demand and where existing bridleways are fragmented. Criterion 3 states the Council will "seek the inclusion of new lengths of bridleway within large new developments particularly where these can be linked to the wider network". The proposed residential development does not comprise a large new development and there is no policy justification to require a bridleway through the site.

#### **Policy TR3**

Policy TR3 states the Council will create new cycle routes where possible. Criteria 1, 2 and 4 are relevant as follows:

- Criterion 1 seeks to create new cycle routes"where possible", especially to and within town centres; centres of employment, schools and colleges. Due to the financial viability restrictions in particular, and other considerations of security, public safety and privacy issues, it is not "possible" to create a new route through the site and on this basis the proposed development does not conflict with Criterion 1.
- Criterion 2 promotes the provision of parking facilities for cyclists and requires its provision in major new developments. The proposed development includes cycle parking provision for staff/residents within the site and therefore complies with criterion 2.
- Criterion 4 requires "where appropriate" the provisions of attractive cycle routes within and into new developments. In this case the issues of viability, security and public safety render any requirement for the provision of a cycle or pedestrian route through the site unviable and therefore on this basis inappropriate.

The proposed enhancement works will improve the attractiveness of the coastal path. The propose development does not conflict with the provisions of Policy TR3 and there are no policy grounds for refusal.

## **Policy EP1**

Policy EP1 states "within the urban areas, environmental conditions will be maintained and improved through the development control process ...." and lists a number of environmental improvement schemes. The Council's aim of maintaining and improving environmental quality of the area is at the forefront of this planning application. The proposed development is of an exceptionally high quality both in terms of design and materials and will result in significant environmental enhancements.

The stated purpose of Local Plan Chapter 7 on Environmental Protection and Conservation is to address a number of specific issues relating to the urban and rural environment in order "to help achieve in Fylde Borough the necessary balance between the need for development and the protection and enhancement of the environment". It is submitted that a balanced approach requires consideration of the significant benefits of the development, taking into account viability, security and public safety and the absence of any detrimental impact. On this basis it is considered that there is no justification for refusal of the application.

## Interim Housing Policy (IHP)

FBC's IHP is relevant in terms of financial contributions towards affordable housing and Public Realm projects. There is currently no Public Realm scheme for a coastal path and the proposed development accords with the IHP.

## Conclusion

The visual survey identifies potential scope for improvement of the coastal path access and facilities. It is anticipated that the proposed enhancement works would greatly benefit the amenity of the area and encourage increased public use of the coastal path network and also the east end of The Green which currently appears underused. Information signboards containing route options is considered important and the additional information on the route and nature reserves within the Ribble Estuary will improve public awareness and highlight the importance of the nature conservation value of the estuary.

The desire-line paths along the foreshore indicate public usage of the informal route option which enables users to experience the attractive, natural environment that complements and contrasts with the formal promenade walks. The introduction of signposting indicating the alternative path with level access from The Green, around the frontage of Jubilee House along East Beach, to the New Lytham Quays promenade walk via Victory Boulevard will provide a visual connection between the two promenade walks and encourage usage, particularly when ground conditions on the foreshore are unsuitable. This will also improve public awareness and usage of the Lytham Quays promenade walk which is still under construction.

The above policy appraisal demonstrates that the proposed development would not conflict with the wide range of strategic and local policy and that there is no robust policy requirement for the applicants to provide a path within the site or a boardwalk on the Council owned foreshore. A balanced approach to the determination of the planning application ought to take into account the financial viability of the development together with security, safety and residential amenity. On balance it is considered that the imposition of a planning condition or S106 Agreement requiring such a path provision would be unreasonable in planning terms.

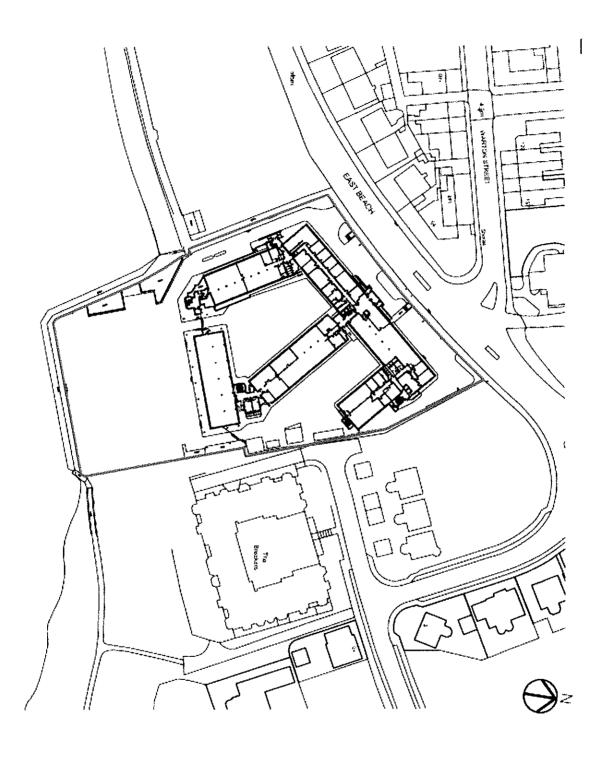
The Council has the opportunity to accept the applicants' offer of coastal path enhancements and this will add to the already wide range of environmental, economic and community benefits that will result from the proposed office and residential development.

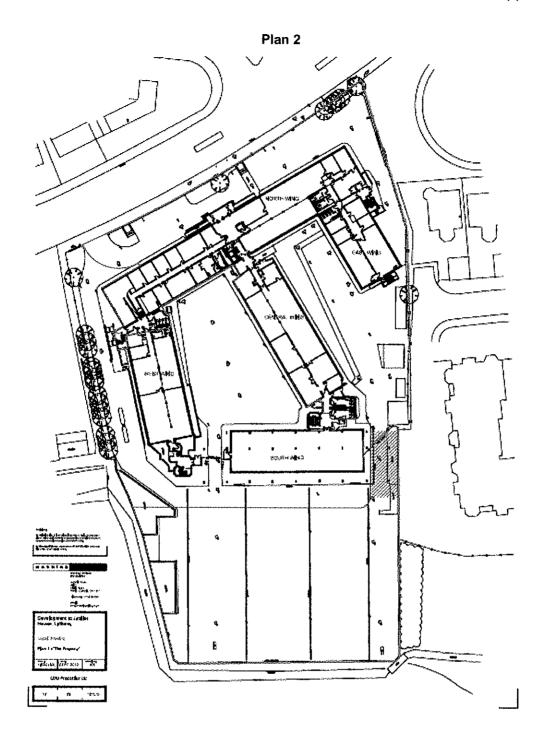
Danbro and EDG Properties Ltd are keen improve the environment and amenity of the local area and propose, subject to the agreement of Fylde Borough Council, to undertake the coastal path enhancement works in 2013.

Jane K Fox MSc PgDip Planning & Development Consultant Fox Planning Consultancy

# FIRST SCHEDULE

# Plan 1







# **APPENDIX D**

# **PROPOSED SIGNAGE STYLE**





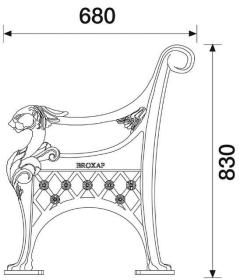




# **APPENDIX E**

# **PROPOSED BENCH STYLE**







# Appendix F

# Committee Risk Assessment Template

Directorate: Development Services		Date of Assessment: 09 <sup>th</sup> May 2018			
Section: Technical Services		Assessment Team: Jon Rutter			
Assessment Activity / Area / Ty	pe: Extension to	Lytham Green – section 106	coastal path enhancements		
Do the hazards create a busines	ss continuity risk	? No			
RISK DESCRIPTION  RISK SCORE (Likelihood x Impact)  RISK MITIGATION		RESIDUAL RISK SCORE (Likelihood x Impact)	RISK OWNER / RISK REGISTER		
Increased maintenance implication for Fylde Borough Council.	5	handrails, benches and sig impact on the overall main furniture at present. The phandrails will be easily incorprogramme of maintenance inspections of the low tide high tides to assess beach	route will be needed monthly after debris build up.	2	FBC

RISK DESCRIPTION	RISK SCORE (Likelihood x Impact)	RISK MITIGATION	RESIDUAL RISK SCORE (Likelihood x Impact)	RISK OWNER / RISK REGISTER
Failure of contractor to deliver to specification	5	The work is to be implemented as a fixed price contract under the terms & conditions of the JCT Minor Works Contract. The Contract Administration is to be carried out by technical services team and all works to be completed as per design and specification.	2	FBC Awarded contractor
Possibility of personal injury to the public during the construction period.	4	All invited contractors will prepare and submit their Construction Stage Health & Safety Plan as per their tender submission. The documentation will detail the safe operation of plant and machinery within the confines of each site and mitigation factors used whilst working in close proximity to members of the public:  The Contractor will be using public paths to carry out works and expect machinery to traffic these areas. For this reason special control measures must be in exerted by the contractor and be robust enough to mitigate the mix of machinery and public.  Areas of active construction will be fenced off and information provided about safety aspects of the construction site.	4	FBC Awarded contractor

RISK DESCRIPTION	RISK SCORE (Likelihood x Impact)	RISK MITIGATION	RESIDUAL RISK SCORE (Likelihood x Impact)	RISK OWNER / RISK REGISTER
Continued		Insurances - the contractor will carry £5m Public Liability insurance, and £10m Employers Liability insurance.		
The improvement works fail to meet community or stakeholder aspirations.	3	The specification of works that will form the basis of the tender document will set out the requirements and the scope of works. This will be drafted using the conditions outlined in the planning requirement document 13/0001, Lytham coastal path enhancement proposals by Danbro & EDG properties Ltd and agreed schedule of works drafted by Fox planning consultancy.	2	FBC

RISK DESCRIPTION	RISK SCORE (Likelihood x Impact)	RISK MITIGATION	RESIDUAL RISK SCORE (Likelihood x Impact)	RISK OWNER / RISK REGISTER
Increased risks to the public as a result of the development.  The low tide route itself is an informal footpath with undulations and boggy ground due to the tidal location, and presents possible trip hazards.	3	The signage and additional benches are not thought to increase any risk to the public.  The footpath will require regular inspections for deterioration and accessibility now that this is to be used as a formal footpath albeit unpaved.	4	FBC
Accumulation of beach debris		The footpath will need to be inspected monthly after high tides to assess and remove the beach debris which accumulates along the eastern sea wall.		
Project not delivered on time and funding not utilised.	6	The work is to be implemented as a fixed price contract under a JCT Minor Works Contract; this allows penalties for the late completion of the works giving the Contractor incentives to perform to the agreed programme.	3	FBC

Continued		The funding for this project is from section 106 monies in relation to planning document 13/0001 and must be drawn down and spent by October 2018.  As an estimate 4 weeks should be allowed for these works.  4 weeks should be allowed for the tender period.  Therefore the latest the tender document can be sent out for bids is 01 August 2018. This still does not allow for contractor lead times for materials and labour.  To allow for this an estimate tender document release date should be no later than 01 July 18.		
Project overspend	4	Technical services will monitor & control costs. The contract sum is currently unknown, however the final contract sum must contain an element for contingencies and any extra works that deviate from the planning enhancement proposals must be sought from current council budgets.	2	FBC

Risk Likelihood

6 = Very High

5 = High

4 = Significant

3 = Low

2 = Very Low

1 = Almost impossible

Risk Impact
1= Negligible
2 = Marginal
3 = Critical
4 = Catastrophic

Multiply the likelihood by the impact and if the score is above 12 then mitigating action should be undertaken to reduce the risk. This action should be recorded and monitored in either a directorate or corporate risk register.



# **DECISION ITEM**

REPORT OF	MEETING	DATE	ITEM NO
DEVELOPMENT SERVICES DIRECTORATE	PLANNING COMMITTEE	13 JUNE 2018	5

# **WOODLANDS ROAD, ANSDELL: PHASE 4**

#### **PUBLIC ITEM**

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

#### **SUMMARY**

Woodlands Road is one of the Borough's District Centre's fronted for the most part by commercial frontage lying between Clifton Drive and Blackpool Road. It contains a significant number of commercial premises as well as residential uses, The Institute, Library and Railway Station. It serves the local residential residential hinterland as well as farther afield.

Woodlands Road acts as a 'high street' and had been the subject of a number of phases of environmental improvements to enhance the extensive public realm by way of re-paving, new lighting, the reinstatement of architectural features, street furniture and tree planting.

Within the approved Capital Programme for 2018/19 a sum of £110,000 is allocated for a further phase of regenerations works in Ansdell / Fairhaven. To date much of the commercial frontage has been improved and the priority of the next phase has likewise been identified as that section between Windsor Road and Clifton Drive.

The enhancement of these areas has been costed at £100,000 with an amount of £10,000 being allocated to installing the remaining three decorative lighting columns at the Blackpool Road end adjoining the Blossoms PH.

The works are programmed in for commencement over the Summer and at this time the precise costings are being put together but are expected to approach the sum allocated. The priorities for implementation are also shown on the Plan at Appendix 1.

The plan at Appendix 1 shows the areas proposed for improvement and at the present time discussion are ongoing with the frontage owners as private forecourts are to be included – Zone 1. The local business community strongly supports the scheme.

#### **RECOMMENDATIONS**

- 1. The Committee is recommended to approve the scheme for public realm refurbishment as shown in the attached plan at Appendix 1 by way of the drawing down of the approved funding allocation up to the maximum sum of £110,000, as included within the approved Capital Programme 2018/19 for regeneration works in Ansdell / Fairhaven. The scheme be delivered by way of priorities as identified within the Plan at Appendix 1.
- 2. The Committee agree and authorise the use of the existing partnership between the Council and Lancashire County Council in the procurement and implementation of the scheme.
- 3. Officers be authorised to make minor amendments to the Woodlands Road scheme as a result of further consultation and on the basis of design constraints or opportunities that may be encountered on site, during the process of implementation which do not materially affect the scheme as presented.

#### **SUMMARY OF PREVIOUS DECISIONS**

Cabinet Resolution 15<sup>th</sup> January 2013

Development Management November 2015

Development Management Committee, Meeting 27<sup>th</sup> April 2016.

CORPORATE PRIORITIES	
Spending your money in the most efficient way to achieve excellent services (Value for Money)	٧
Delivering the services that customers expect of an excellent council (Clean and Green)	
Working with all partners (Vibrant Economy)	
To make sure Fylde continues to be one of the most desirable places to live (A Great Place to Live)	
Promoting Fylde as a great destination to visit (A Great Place to Visit)	٧

#### **REPORT**

### **Background**

- 1. The completed phases have been welcomed by local traders and the broader community, as the scheme has significantly uplifted the quality of the local environment. The refurbishment for Woodlands Road has included new paving and kerbing, the re-establishment of boundary walling, decorative street lighting to include hanging basket fittings, street furniture including a bespoke bollard design and community notice board. New street tree planting is a notable feature. In common with other regeneration schemes, the private forecourt areas of some of the commercial frontages were incorporated, through agreement with building owners. Whilst in private ownership, the forecourts effectively appear as part for the street as they are contiguous with the adopted footway with no discernible barriers or enclosure to create a sense of separation. This approach has obvious advantages from a visual perspective.
- 2. The commercial frontage of Woodlands Road is extensive and, in addition to the significant area inland of the railway/station bridge that has benefitted from the earlier work, the last phase concentrated on the terrace of properties on the seaward side (actually within Fairhaven, between the bridge and Kingsway).
- 3. The next phase for improvement was identified for improvement relates to that area between Ansdell Institute, opposite the commercial frontage, and the opposite side between the Bridge and Clifton Drive. The funding available will not enable the while of the completed areas to be completed so, the priority areas identified are those shown on the plan at Appendix 1.
- 4. The street lighting enhancement scheme will be fully completed by the installation of the last three columns at the Blackpool Road end.

#### **Funding**

The sum of £110,000 is fully funded through the Council's Capital Programme 2018/19.

#### **Scheme Details**

6. The scheme as proposed follows on form the earlier successful phases. The plan at Appendix 1 identifies four areas which have been determined by Ward Members, in consultation with the business community and officers. As the budget is fixed and at that time – as with these schemes in general – there are unknown factors that can arise during construction, one issue being projecting basements. Assuming there are no undue complications it is hoped that all of the four areas can be completed. However, if this does not prove to be the case then a priority scoring has been given to the overall plan. These are shown on the plan at Appendix 1, the zones marked in priority order for implementation. Since the time of preparing the report, further additional research is being undertaken and at Committee it is hoped that the matter can be given further clarification.

- 7. In essence it is proposed to repave the footways, introduce trees within Zone 1, bearing in mind that there are parking 'rights' on the forecourt. The forecourts are in private ownership and so, in common with other sections of the overall scheme, agreement will be reached with the owners by way of formal agreements.
- 8. The repaving of footways should be a relatively straightforward matter, with the historic stone kerbs retained wherever possible.
- 9. The street lighting columns at the Blackpool Road end, will total three units and follow on in type and style from earlier phases. This will result in the whole of Woodlands Road being completed which has had a significant impact on redefining the character of area.

#### Outcome

10. The implementation of this latest phase of the refurbishment of Woodlands Road will compliment earlier phases, further enhancing the character of this part of the street and improving and completing the whole of the commercial frontage. The particular block of properties in retail use is important to the overall offer of the district centre. The remaining areas along Woodlands Road have a largely residential frontage with the surfacing of the footway between Kingsway and Clifton Drive in tarmacadam. These areas are arguably less essential for improvement as they have frontage gardens and palisade walls such that the footway areas are less prominent and therefore significant, as they do not include forecourt areas. The competition of the Zones identified will compliment earlier phases. The remaining 'unimproved areas' could be considered for enhancement in the future.

#### **Value for Money and Procurement**

11. For some time the Borough Council has had a working arrangement with LCC that has acted as the main contractor for regeneration schemes, working hand in hand with the Regeneration Team in their implementation. Many of the works take place within the adopted highway. In a number of cases, the County Council has made a financial contribution. As the details and specifications of the scheme emerges, taking into account issues such as ground conditions and constructional matters, the calculation of the cost of a particular scheme can be refined giving increased accuracy. This process therefore minimises financial risk, in addition to saving time and expense including the involvement of external quantity surveyors. In addition, as the County Council is the main contractor and works closely with the Council, this gives an assurance that ongoing costs can be very closely monitored and if needs be, design details and specifications can be adjusted as construction progresses. The County Council has its own costs and procurement regulations to ensure best value, which is effectively passed on to this Council. It is proposed, therefore, that as previously agreed, this method of procurement and implementation continues in respect of this phase of works.

### Method and costs of financing the scheme

12. It is proposed that the scheme be fully financed from the approved Capital Programme for 2018/19 which relates specifically to the Woodlands Road Regeneration Programme.

#### **Future revenue budget impact**

13. This will be limited since much of the scheme will be, by and large, paving works which has an extremely long, largely maintenance free lifespan. In the case of works to forecourts (which are few in number) agreement is reached with property owners regarding their responsibility for future maintenance, such as may be required. Lighting will become the responsibility of the County Council. In respect of tree planting the species to be planted are specially chosen to take account of the location, including climatic issues and future maintenance. It may be the case that limited tree replacement may be required over time but this is funded by way of existing revenue budgets.

## **Risk Assessment**

14. There are a number of private forecourts that form part of the scheme and it is important, in respect of the overall potential positive impact, that they are included. To date, all of the property owners have agreed to participate in the scheme and legal agreements will be signed by the parties to ensure high quality future maintenance. The only other relevant risk is in respect of budget overrun in respect of the final scheme cost. Prior to the commencement of development the fully costed scheme, based on the precise specifications are reassessed with any variations agreed. The scheme is cost limited as agreed with Lancashire County Council

and contingencies are included to take account of any unforeseen issues that may arise during the construction phase of the works. The scope of works will be managed closely to ensure that there is no budget overrun, whilst achieving maximum value for money.

#### **Viable Alternatives**

15. The funding amounting to £110,000 is to be directed specifically at this scheme. The areas for improvement are considered logical and are supported by the Ward Councillors of both Ansdell and Fairhaven wards as the scheme that has been developed previously and presently include both. The scheme as proposed also has the support of the local business community and volunteer groups notably Ansdell in Bloom. The funding could be deployed elsewhere along Woodlands Road but such alternatives are not considered as a priority.

#### Conclusion

- 16. The proposals before Committee seek to extend the regeneration programme for Woodlands Road by undertaking the next phase of works as identified. The costs of the scheme will be fully met from the Councils approved Capital Programme for 2018/19, and has been costed to enable its full completion, depending on construction issues once the works are commenced. The scheme has been designed to enhance the appearance of the street through practical interventions and will compliment earlier phases of work.
- 17. It is recommended that this Council works in partnership with Lancashire County Council, as on previous schemes of this nature. It is envisaged that the works will commence in September with completion well ahead of the festive season.

IMPLICATIONS				
Finance	The approved Capital Programme for 2018/19 contains provision for further phases of regeneration in Ansdell / Fairhaven in the sum of £110,000.			
Legal	The scheme construction costs for implementation are based on the established relationship between the Council and Lancashire County Council to ensure best value.			
Community Safety	The scheme would assist with safety in view of improved lighting utility, access and pedestrian safety overall.			
Human Rights and Equalities	The scheme relates directly to enhancements to the public realm would, therefore, benefit and support equality within the community and has been designed having regard to the access needs of the community			
Sustainability and Environmental Impact	Proposed scheme aimed at enhancing town/district centre economic sustainability			
Health & Safety and Risk Management	Matters dealt with by Lancashire County Council during the construction phase			

LEAD AUTHOR	CONTACT DETAILS	DATE
Paul Drinnan	Paul.Drinnan@fylde.gov.uk Tel 01253 658434	30.5.18

BACKGROUND PAPERS					
Name of document	Date	Where available for inspection			
Lytham St Annes 2020 Vision Document Reports to Planning Committee as	2010	Town Hall, St Annes <u>www.fylde.gov.uk</u>			
outlined in the relevant preceding section of this report.	Various	Town Hall, St Annes			

#### Attached documents

Appendix 1 Plan of the Phases of Public Realm enhancement

Appendix 2 Description of the works.



Date: 20/12/2017

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Centre of map: 334651:427689

Woodlands Road

0 ANSDELL

> Woodlands Road public realm: Phase 4

ZONE No.	PRESENT POSITION	PROPOSED SCHEME
1 Corner of Windsor Road and Woodlands Road (80)	Two areas of forecourt and footway. The corner property (Edwardian three storey) has extensive forecourt and is prominent. Forecourt parking with permitted access from Windsor Road. Presently featureless.	Repave forecourt and footway with demarcation between.  Introduce frontage trees to soften appearance of frontage and compliment the building.  Restrict unauthorised access to forecourt – use decorative bollards.  Continue paving along footway across the residential frontage to next area of commercial development.
Properties facing Woodlands Road (84-90)	Open forecourts with a mixture of un coordinated surface materials including flags. Planting boxes present. Authorised access by way of dropped kerbs, therefore access to be retained.	As in the case of no.80, repave the forecourts and provide demarcation. Some basements present. Retain well lights where possible. Introduce 3 frontage trees.
Pavement (footway) between Bridge and Windsor Road	Presently tarmac surface. An important link between the bridge and the smaller commercial area of Woodlands Road – Zone 1. Will complement the previous phase of works 43 – 61.	Potentially re-kerb. No frontage access in front of apartment blocks. Resurface in tegular block to match earlier phases and Zone 1.
<b>3</b> Pavement between Ansdell Institute and Bridge.	Similarly an important link between the refurbished area outside the listed Institute and the Bridge. Will complement the works on the opposite side – previous phase (42 – 68).	Potentially re-kerb. No frontage access in from of apartment blocks. Resurface in tegular block to match earlier phases and Zone 1.
4. Residual area between the completed phase and the Bridge.	Unusual situation where assumed line of footway is very narrow – in flag. Area of forecourt extends to it. Area of tarmac to forecourt with marked parking bays.  Area of forecourt and footway needs to be clarified. LCC to assess.	Forecourt area and footway to be resurfaced to line through with the previous phase of regeneration assuming footway line can be established. Owner, approached and supports the scheme and intends to improve the enclosing walls that form a backdrop to the forecourts.

OTHER		
Street Lighting	Completion of scheme throughout the length of Woodlands Road with lighting that can accommodate banners/decorations/hanging baskets	3 Columns supplied as previous from manufacturer MSD. (Blossoms end)
Remedial works	Modest defects from previous schemes due to constructional issues or misuse by access to forecourts or paved areas.	Issues addressed with LCC and to be rectified.

**APPENDIX 2 : ZONE SCHEDULE** 



# **DECISION ITEM**

REPORT OF	MEETING	DATE	ITEM NO
DEVELOPMENT SERVICES DIRECTORATE	PLANNING COMMITTEE	13 JUNE 2018	6

# **DESIGN GUIDANCE: CANOPIES AND GLAZED EXTENSIONS**

#### **PUBLIC ITEM**

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

#### **SUMMARY**

A number of planning applications have been presented to Planning Committee in more recent times, which have proposed forward extensions to properties with the objective of providing additional commercial space. Notably, these relate to restaurants, where the use of forecourts can add to the number of covers. In the appropriate place and in the context of the appropriate buildings, well designed extensions of a 'verandah' type can be acceptable.

The use of forecourt areas, can help to 'animate' the frontage providing vitality and interest, enhancing the particular character of localities. However, such structures are not always appropriate. It is essential that if they are appropriate in principle, they are sympathetically designed, especially where they would be attached to prominent, architecturally important buildings.

A request was made by Planning Committee that officers produce guidance that can be applied to and assist in the consideration of this form of development.

The draft Guidance Document is presented for Committee deliberation.

#### **RECOMMENDATIONS**

- 1. The Committee is recommended to approve the Document, Design Guidance: Canopies and Glazed extensions on commercial forecourts for the purpose of public consultation (Appendix 1).
- 2. That in the meantime and pending formal adoption of the Guidance, the principles contained within the document be applied in the consideration and determination of such forms of development.

#### **SUMMARY OF PREVIOUS DECISIONS**

A number of planning applications have been determined to incorporate canopies.

CORPORATE PRIORITIES	
Spending your money in the most efficient way to achieve excellent services (Value for Money)	
Delivering the services that customers expect of an excellent council (Clean and Green)	
Working with all partners (Vibrant Economy)	
To make sure Fylde continues to be one of the most desirable places to live (A Great Place to Live)	٧
Promoting Fylde as a great destination to visit (A Great Place to Visit)	٧

#### **REPORT**

#### Background

- As outlined in the Summary section, Planning Committee have been asked to determine applications that
  propose forward extensions to properties. Traditionally, forward extensions, particularly in Lytham, have
  taken the form of the 'verandah', essentially a colonnaded, cast iron structure designed as a 'wet weather
  walk'. Many of these were lost over time although a number remain and during the late 1980's an initiative
  between this Council and the LSA Civic Society resulted in the restoration and re-introduction of a small
  number of verandahs.
- 2. These structures were traditionally Victorian in character, notably in Lytham, and were elegant in nature with fine detailing and glazing to the roofs. They reflected the overall quality of the buildings of this era and as a result, were appropriate to the building with which they sat and the street scene in general.
- 3. In the case of Lytham, more recently there has been a demand for the introduction of forward extensions. The purpose of these, although not exclusively, is one of providing additional commercial space, typically extra restaurant or café 'covers'. The use of forecourts can bring an element of activity or 'animation' to the building frontage and add to the attractiveness and reputation of a locality. However, in the wrong place, on an inappropriate building and, if the design detailing is not appropriate, such structures either individually or collectively, could be detrimental to the character of a building or street. In being so could undermine the very attractiveness of the area which the developer wished to capitalise on in the first place.
- 4. Planning Committee have been asked to consider a number of these forward extensions, to listed buildings, to former bank buildings, since converted to restaurants, and in other cases. The Council is also presently faced with a small number of sites where the extension as constructed have not been undertaken in accordance with the approved plans. In these cases action is being undertake to seek a remedy.
- 5. Faced with a number of planning issues and the prospects of further proposals, Committee asked officers to draw together a draft guidance document. This is included at Appendix 1. This outlines the background, expanding on this particular report and considers in some depth matters of principle and detailed design criteria.
- 6. If Committee agree to the content of the draft document, it is suggested that it be the subject of public consultation, with the results of that particular exercise being brought back to Committee for further deliberation, in due course.

#### Conclusion

7. This document should assist officers and Committee in their determination of any proposals for 'forward extensions' as well as offering guidance to would-be developers and their professional advisors.

IMPLICATIONS					
Finance	None				
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		
Paul Drinnan/Andrew Stell	Paul.Drinnan@fylde.gov.uk Tel 01253 658434	30.5.18		

BACKGROUND PAPERS						
Name of document	Date	Where available for inspection				
None Specific						

# Attached documents

Appendix 1 : Copy of the document : Canopies and Glazed Extensions

# Canopies and glazed extensions on commercial forecourts – a design note

#### **Background**

The council has recently seen an increase in proposals to reuse premises as town centre eating and drinking establishments. Many of these proposals include external covered or glazed areas to increase the useable floorspace of the premises and to extend the use of these areas during the winter and/or inclement weather.

In certain situations it is considered that bringing an active use onto an otherwise "dead" street frontage may have a beneficial impact on the vitality and vibrancy of an area. However, in other situations such extensions may introduce a level of harm to the character of the area.

Where it is considered appropriate to allow such extensions, it is important that these are developed in a consistent manner in order to ensure the harmony of the area. The guidelines set out in this document seek to establish a number of principles that will assist in the determination of planning applications for this form of development, and so should assist those preparing those applications in the design of the canopy proposal.

Where canopies or extensions are proposed in conservation areas or to listed buildings, additional legislative requirements to preserve the setting of the listed building or preserve or enhance the character of the conservation area will also apply.

Many premises, especially those with traditional shop fronts, will have previously been fitted with a retracting canvas canopy. On appropriate premises, the reinstatement or provision of a retractable canopy of this style will be the most appropriate solution to provide a covered area.

In most situations the use of umbrellas or free standing/temporary retracting canopies will be preferred as these can be stored out of site when not in use and will allow the building to return to its original form if the use of the premises ceases to require an the covered area.

#### **Planning Implications**

A permanently fixed canopy, glazed extension or decking area will always require planning permission. Temporary siting of tables / chairs / umbrellas on the forecourt to a premise will not require permission, although could have implications for other legislation such as Premises Licencing.

Where works are proposed that do require planning permission that application will be assessed against the policies of the development plan and other material considerations. The development plan is currently the Fylde Borough Local Plan, but this is due to be replaced with the Fylde Local Plan to 2032 in summer 2018.

Key policy tests in the Fylde Borough Local Plan will be

- Policy SH16 Restaurants
- Policy SH6 Wood Street
- Policy EP3 Conservation Areas
- Policy EP4 Listed Buildings

Key policy tests in the Fylde Local Plan to 2032 will be:

- Policy EC5 Vibrant Town, District and Local Centres
- Policy GD7 Achieving Good Design in Development
- Policy ENV5 –Historic Environment

#### **Principle of Canopies and forward extensions**

Canopies and forward extensions will not be permitted where:

- They would obstruct a public highway or pavement,
- They would significantly obstruct the free circulation of pedestrians within and between "private" forecourts of premises
- Their construction and / or location will have a harmful impact upon important street trees and public realm features
- The design, scale or location of the structure will have an unduly harmful Impact on the integrity of the building to which they are attached, especially where the host building possesses important architectural features
- They have a design, scale or location that will conflict with an existing coherent pattern of such features in the vicinity of the application property.
- The extension would not have an unacceptable impact on a grouping of buildings or would inappropriately stand in isolation, thus creating a visual intrusion
- The development would have an adverse impact on the character and appearance as the
  particular building, which is either listed or locally listed or might be detrimental to its
  setting.

#### Design criteria

In circumstances where it is considered acceptable in principle to provide a canopy or forward extension

- The canopy shall retain the open character of the frontage and not result in a closed space, such that it assumes the form of a projecting conservatory.
- The canopy shall be of a size, in particular with respect to its projection that is proportionate to the size and scale of the parent building.
- The height of the canopy should respect the fascia height of the premises and should not obscure this fascia or any element of it where this is a key historic design feature to the building
- The canopy shall not obscure any key design or architectural features to the host building
- The canopy should be designed to reflect the character of the premises to which it attached, as well as the character of the area and any other canopies in the immediate vicinity.
- The design of the canopy should incorporate appropriate architectural details and features that serve to enhance the building and to provide a link between the canopy and the host building
- Existing ground levels should be retained

#### **Other Considerations**

Where covered areas or external dining areas are provided, their hours of operation may be restricted in order to reduce the level of disturbance to nearby residents from the external use of such outside spaces.

There are likely to be implications for the Premises Licence that applies to a property as it would need to include such spaces.

If an external dining area is proposed for an area of adopted highway or pavement then there will be additional implications that need to be explored with Lancashire County Council as the local highway authority, and a Pavement Café Licence is likely to be required.



# **DECISION ITEM**

REPORT OF	MEETING	DATE	ITEM NO				
DEVELOPMENT SERVICES DIRECTORATE	PLANNING COMMITTEE	13 JUNE 2018	7				
HERITAGE REVIEW – ST ANNES NORTH ZONE							

## PUBLIC ITEM

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

#### **SUMMARY**

The Council's Built Heritage Strategy was formally approved in November 2015. It contains a complete review of the nature and scope of the built heritage assets of the Borough, the appropriate legislative framework and an action plan that lists a series of projects that are to be undertaken during the life of the Strategy. An important priority was considered to be the compilation of a local list of buildings.

The compilation of a local list was authorised by Committee and to assist in the broader understanding of the issue a member briefing was held in September 2016.

A report was presented to Committee in March 2017 outlining the processes that have been adopted in the implementation of the project. The recommendations were confirmed and the first batch of locally listed buildings were approved. These were within the Fairhaven zone. A report was approved in September 2017 for Ansdell zone. This report likewise seeks approval for the review of the St Annes North Zone, which suggests the designation of a number of Groups of High Townscape Value and the potential for the designation of a conservation area. The Locally listed buildings within this Zone have already been approved.

Groups of High Townscape Value are recognised as a consequence of their quality in respect of their 'group value' i.e. buildings in combination, as opposed to single locally listed buildings.

#### **RECOMMENDATIONS**

- 1. That the Groups of High Townscape Value as set out within Schedule 1 (appendix 1 and appendix 2) contained within the St Annes North Heritage Zone be approved and adopted.
- 2. That officers are authorised to undertake further research to inform whether the principle of conservation area extension is justified within the area as delineated on the plan, at Appendix 1. Following this research the matter will be reported back to Committee.

#### **SUMMARY OF PREVIOUS DECISIONS**

In March 2017, Planning Committee resolved to approve the methodology and Protocol relating to the implementation of the Heritage Review project, the concept of protecting and recognising Groups of High Townscape Value, the scope for conservation area review and further potential designations and the locally listing of the first 'batch' of 10 buildings.

In April 2017, Planning Committee RESOLVED TO approve Groups of High Townscape Value within the Fairhaven Zone.

In September 2017, Planning Committee RESOLVED TO approve Groups of High Townscape Value in the Ansdell zone.

CORPORATE PRIORITIES		
Spending your money in the most efficient way to achieve excellent services (Value for Money)	٧	
Delivering the services that customers expect of an excellent council (Clean and Green)	٧	
Working with all partners (Vibrant Economy)		
To make sure Fylde continues to be one of the most desirable places to live (A Great Place to Live)	٧	
Promoting Fylde as a great destination to visit (A Great Place to Visit)	٧	

#### **REPORT**

#### **Groups of High Townscape Value**

As a result of the adoption of the Heritage Strategy by the Council, one of the priority projects was the compilation of local list of buildings across the Borough. A Protocol was devised and adopted and an expert panel established, to consider nominations. A Committee resolution was obtained that these nominations, once recommended by the Panel, be presented for formal determination. To date 113 buildings have been designated. The exercise has now moved into the rural areas of the Borough.

In analysing the urban area for important buildings, it became apparent that there were a number of particularly attractive streets that did not have formal recognition for their architectural or historic interest. In addition, there has been a gap of some 16 years since the last formal conservation area review. It seemed appropriate, therefore, to add this aspect of heritage assessment into the exercise. This was agreed by the Project Board, appointed by Committee, to oversee and advise as the project developed.

As the survey work moved forward, in addition to local listing candidate buildings, important 'groups' that deserve recognition have been identified. Some are relatively small in nature and isolated, whereas some naturally group together in such a way as they form potential conservation areas or extensions thereto. To date, groups and *possible* conservation area designations (based around groups) have been recognised in Fairhaven and Ansdell.

The areas in question are not designated, but Committee has authorised officers to give further consideration to the potential justification for conservation area status, and report back with the findings. It is likely that a summary report will be brought forward to Committee assessing the scope for conservation area designation and then a priority for the full evaluations and potential designations can be considered.

In respect of this Zone (St Annes North) a number of Groups have been identified. One of these areas adjoins the designated Porritt Houses/Ashton Gardens Conservation Area, which points to the possibility of extending that area. The other smaller groups are of a 'free standing' nature.

These areas are illustrated at Appendix 2.

Designated Areas of High Townscape Value become a recognised heritage asset and their significance will become a material consideration in the deliberation of any potential development that may affect the building, Group or setting. The value of these groups is recorded .i.e. the reasons why they are important and this is used by officers in their deliberations any planning matter and will be drawn to the attention of Planning Committee as appropriate.

#### Conclusion

This report presents a further stage in the development of the Heritage Review of the Borough.

IMPLICATIONS					
Finance	There are no financial implications arising directly from this report.				
Legal	None specific				
Community Safety	None				
Human Rights and Equalities	None				
Sustainability and Environmental Impact	Project seeks to sustain the built heritage of the Borough				
Health & Safety and Risk Management	none				

LEAD AUTHOR	CONTACT DETAILS	DATE
Paul Drinnan	Email & Tel pauld@fylde.gov.uk 01253 658434	29/5/2018

BACKGROUND PAPERS					
Name of document	Date	Where available for inspection			
Heritage Strategy		Town Hall http://www.fylde.gov.uk/council/your-council/heritagestrategy/			

## Attached documents

Appendix 1: Map of Groups of High Townscape Value and potential conservation area extension (Designated Locally Listed Buildings are also shown)

Appendix 2: Schedule of Groups indicating their significance.



Fylde Council. (c) Crown Copyright and database right (2018). Ordnance Survey (100006084).

#### APPENDIX 2

# ST ANNES NORTH HERITAGE ZONE – GROUPS OF HIGH TOWNSCAPE VALUE

Group	Location	built form	building line	frontage landscaping	scale, height, form	consistency	roofscape	rhythm	articulation	material	ornament
G1	Beach Rd	х	х	х	х		х		х	х	
G2	Rowsley Rd	х	х	х	х	х	х		х	Х	
G3	Clifton Drive North	Х	х	х	х		х		х	x	
G4	North Promenade	Х	х		х		х		х	х	
G5	Chatsworth Rd	Х			х				х	х	
G6	Caryl Rd	Х	Х		х	х	х		х	Х	
G7	Clifton Drive North (Starr Hills)	х	х	Х	х	Х	х		х	х	



# **DECISION ITEM**

REPORT OF	MEETING	DATE	ITEM NO
DEVELOPMENT SERVICES DIRECTORATE	PLANNING COMMITTEE	13 JUNE 2018	8

# LOCAL LIST OF HERITAGE ASSETS – APPEAL AGAINST ADDITION OF A PROPERTY TO THE LIST

#### **PUBLIC ITEM**

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

#### **SUMMARY**

An appeal has been received against adding a property to the Local List: St Thomas School, St Thomas Road, St Annes.

St Thomas School Trustees criticised the photograph on the datasheet that showed the historic part of the school as it did not indicate that the historic part was only a small part in a large modern school of low architectural merit. The argument made is that the Expert Panellists could have made their decision without a full appreciation of the total building as it stands today.

The property was taken to an appeal panel for consideration. The appeal panellists comprise the NW representation of IHBC (Crispin Edwards), the conservation officer at Rossendale Borough Council (Sebastian Pickles) and architect at Croft Goode Partnership (Mick Goode). The panellists met on 21st March to consider the heritage merits of the assets and to recommend the asset is either added to the local list or is not added to the local list. Their report is below.

Committee is requested to consider the report and add the asset to the Local List.

#### **RECOMMENDATION**

St Thomas School is added to the Local List of Heritage Assets

#### **SUMMARY OF PREVIOUS DECISIONS**

The asset has not been included on a Local List committee meeting agenda previously.

CORPORATE PRIORITIES				
Spending your money in the most efficient way to achieve excellent services (Value for Money)	٧			
Delivering the services that customers expect of an excellent council (Clean and Green)	٧			
Working with all partners (Vibrant Economy)	٧			
To make sure Fylde continues to be one of the most desirable places to live (A Great Place to Live)	٧			
Promoting Fylde as a great destination to visit (A Great Place to Visit)	٧			

#### **REPORT**

The school is situated on St. Thomas Road, St. Annes and is relatively low lying. The school was put forward for local listing and was recommended by the Expert Panel.

The School formally objected to the proposed local listing status drawing attention to the fact that the original school had been extended significantly. As such it was considered that these extensions and alterations had devalued the original building, thereby reducing its value and a heritage asset worthy of conservation.

The appeal was accepted on the basis that the architectural quality and integrity of the building was challenged. As a result, and in accordance with the Local Listing Protocol an independent Appeal Panel was arranged and the matter considered.

The appeal panel met on 21<sup>st</sup> March 2018 and discussed the architectural merit and historic merit of the asset using the Local Listing Protocol document, the datasheet, photographs, and OS map provided. The panel did not discuss the significance of the asset with the Council staff at any stage so as to maintain impartiality.

#### Summary of Asset: Overall significance and setting

The Panel noted that the design of the original school building is similar to the adjacent golf club buildings and it thus had group value with these. Although the extensions have had a visual impact on the original school, a point made by the appellants, it was nonetheless considered that the original building the original part has not been altered. It remained 'intact' and continues to contribute to the street scene. Indeed the modern extensions could be said to highlight the detailed architectural presence and style of the historic building perhaps providing the passer-by with an appreciation of the original pleasing historic building and also note its group value with the Golf Club buildings.

#### Comment on historic and architectural significance

Noted as a well-designed, attractive and little-altered Edwardian school which illustrates the growth of the town and provision of facilities by the Clifton estate

#### Selection Criteria applied

Age, architectural merit, historic interest, group value and setting.

• As a building of 1905, the school does not require the exceptional features for post-1939 buildings.

#### Architectural interest:

- The C17 Revival style is not thought to be particularly resonant with the period for St Annes but was a popular choice for buildings of this type and scale at the time.
- The school has uniqueness in the context of the town as a small school building.
- The school retains substantial integrity, the original form still being largely unaltered and readable; extensions are low and do not intrude substantially on the elevations, from a distance reading as potentially detached. Even on the E elevation where the extension comes forward of the midline, the upper portion of the window is readable. The replacement of the windows in uPVC is regrettable but the pattern is appropriate for the style and probably replicates the original wooden windows.
- features of interest include the palette of natural materials, shaped (Flemish) gables with kneelers, roof
  ventilator, stone and brick bands, blocks and hood moulds to the arched window heads, stone sill band
  and other dressings, use of contrasting colours in a way that reflects the Fylde tradition of cobble-galleted
  walls, date stone with scroll supports, windows breaking the eaves line, and buttresses.

#### Historic interest:

- This is felt to derive from the way in which the school, paired with the church, illustrates the growth and development of the town and provision of facilities by the Clifton estate. The description could tease this out better.
- Schools also often have strong resonance with local people who attended or had friends who did so.

#### **Group Value:**

 The school forms a harmonious visual group with the nearby golf club buildings which are in similar revival styles and have a similar palette of materials, the three buildings being viewed together from several vantage points.

#### Setting:

- The way in which the school is set back from the road and is visible in long views from the east, and elevated views from the railway bridge to the west, contributes to its architectural interest.
- The low height of extensions and the large amount of open space around the school and golf club buildings, particularly between the road and the building line of the school, also contributes to this and the group value.

#### Response to submitted Grounds of Appeal

We considered the additions and the extent to which these impact on the interest of the building as part of our discussion, and concluded that the three elevations which can be seen from the street have not been unduly affected, and we do not believe that the impact on the rear elevation would be sufficient to render the building no longer of local interest; we confirmed that the entry should be confined to the original building though.

We note that the building is not mentioned in the Pevsner volume, but in itself this does not mean that it is of no interest. The other matters raised in the letter do not relate to the criteria, but to the implications of local listing, which is not for us to consider.

#### Conclusion

The school meets several of the selection criteria for inclusion on the Local List, although the entry could be enhanced to slightly better elucidate the historic interest, group value and setting. It is their recommended that the building be added to the Local List.

IMPLICATIONS						
Finance	There are no financial implications arising directly from this report.					
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
Paul Drinnan	pauld@fylde.gov.uk 01253 658434	29/5/18

BACKGROUND PAPERS						
Name of document Date Where available for inspection						
Appeal panel report	28/3/18	Regeneration office, Town Hall				

#### **Attached documents**

1. Datasheet for the asset

## **HISTORIC ASSET RECORD (HAR)**

Template version 1.0

#### **APPENDIX 1**

#### DATA SHEET

TITLE / ADDRESS St Thomas C of E Primary So	E / ADDRESS omas C of E Primary School, St Thomas Road					
National Grid Reference	County	<u>District</u>	Ward			
	Lancashire	Fylde	HZ3 St Annes South			

Grade: Local

# **Summary of Significance**

Early Edwardian primary school built to meet the needs of the rapidly growing population, and which makes a strong positive contribution to the character of the townscape

### **Historic Asset Description**

Early Edwardian primary school built to meet the needs of the rapidly growing population of the new town, and which makes a strong positive contribution to the character of the townscape. Designed by Garlick & Sykes of Preston and Blackpool. The plans were approved by the Clifton Estate in Feb 1902. Opened 1905, the same year the nearby St Thomas Church was completed.

Single storey school constructed from buff brick with red brick and stone dressings and a red clay tile roof. Lantern to ridge.

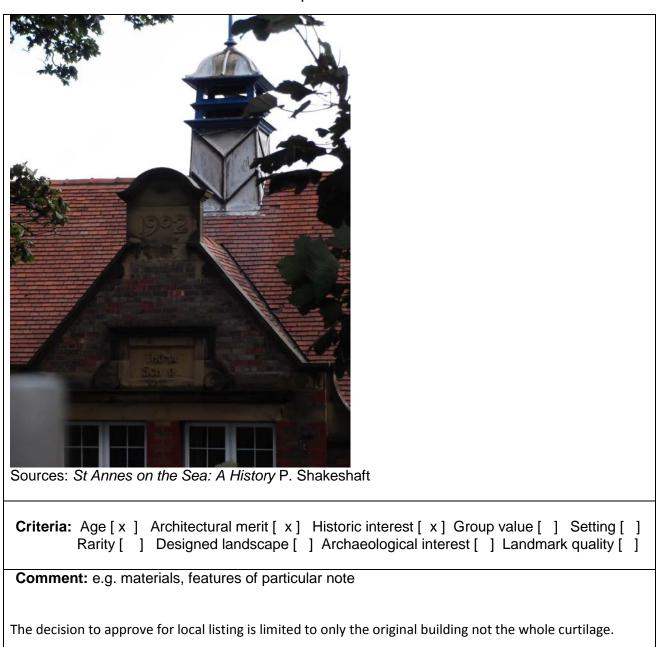
Main elevation in five bays. Central bay with stone gabled parapet and 1902 date stone. Central bay flanked by two smaller bays with stone gabled parapets. End bays have multi-paned windows with stone lintels; stone sill band. Large multi-paned window with red brick segmental arch head and stone keystone to each side elevation with gabled parapet and stone copings.

Extended several times from 1913; new infants department opened 1968.



# **HISTORIC ASSET RECORD (HAR)**

Template version 1.0



Any further comment e.g. recommend for national listing

Date of expert panel decision 9/12/2016



# INFORMATION ITEM

REPORT OF	MEETING	DATE	ITEM NO				
DEVELOPMENT SERVICES DIRECTORATE	PLANNING COMMITTEE	13 JUNE 2018	9				
YEAR-END PERFORMANCE 2017/18							

#### **PUBLIC ITEM**

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

#### **SUMMARY OF INFORMATION**

The report provides details of the key performance outcomes for the financial yearend 2017/18. Performance is reported against the targets set for the year and commentary is provided by performance exception.

#### **SOURCE OF INFORMATION**

The planning team input data into the InPhase corporate online system from service based performance data

#### LINK TO INFORMATION

http://fyldeperformance.inphase.com - Full Corporate Performance suite for Fylde Council

#### WHY IS THIS INFORMATION BEING GIVEN TO THE COMMITTEE?

The performance information is relevant to the committee terms of reference and the responsibility of the committee to monitor performance of the services within its remit.

#### **FURTHER INFORMATION**

Contact: Alex Scrivens, Performance & Improvement Manager (01253 658543 or alexs@fylde.gov.uk).

#### **Year-end Commentary by Performance Exception for the Planning Committee**

# 

Commentary is provided to explain why progress has exceeded target, with details of how this will be maintained.

PM38: Percentage of other applications determined within 8 weeks is 92.90%, last year's out turn was 91.09%, and the target was 80%.

Technology and process improvements implemented during the last 2 years has helped the team maintain performance levels, despite some staff turnover during the year. Further improvements are planned in the coming months to ensure the performance will be maintained whilst not compromising customer service.

PM39: Net additional homes provided is 470 homes and last year's out turn was 455 homes, and the target was 415.

Due to a number of large developments commencing there have been more completions this year. It should be noted that due to the number of homes built in previous years being below 415, there is a requirement to make up the backlog by constructing 479 dwellings per annum for the remainder of the plan period (2032).

PM151: Percentage of decisions on major applications within 13 weeks (or where extensions agreed) is 89.23%, last year's out turn was 79.43%, and the target was 70%.

Technology and process improvements implemented during the last 2 years has helped the team maintain performance levels, despite some staff turnover during the year. Further improvements are planned in the coming months to ensure the performance will be maintained whilst not compromising customer service.

PM152: Percentage of major appeals allowed against all major application decisions (over last 2 yrs) is 8.03%, last year's out turn was 4.15%, and the target is 10%.

This figure has increased as a consequence of a larger percentage of appeals being allowed, with a significant proportion relating to residential schemes with developers making applications in advance of the adoption of the Fylde Local Plan to 2032. This Plan is expected to be adopted during summer 2018 which will provide greater certainty to the council's decisions on where such development should be directed.

PM37: Percentage of minor applications determined within 8 weeks is 90.80%, last year's out turn was 86.94%, and the target is 60%.

Technology and process improvements implemented during the last 2 years has helped the team maintain performance levels, despite some staff turnover during the year. Further improvements are planned in the coming months to ensure the performance will be maintained whilst not compromising customer service.

PM40: Number of affordable homes delivered (Gross) is 121 homes, last year's out turn was 40 homes, and the target is 30 homes.

The majority of new affordable housing delivered in the borough are provided through developer contributions on site or through financial contributions to enable delivery of off site affordable housing in partnership with Registered Housing Providers. The increase in the delivery of new homes has resulted in a greater number of affordable houses being provided by developers. In addition the council has used financial contributions secured under Sn 106 to assist Registered Housing Providers to deliver a number of schemes that would otherwise have been unviable.

## 

Commentary is provided to explain why performance is currently not on target, with details of any corrective action.

None to report.

## PERFORMANCE KEY ICON STATUS

<b>②</b>	Over Performance – the indictor is over performing against target
1	On Track – the indicator is performing within tolerance of target.
1	Cautionary Under Performance – the indicator is moderately under performing. Whilst the indicator has slipped from target it maybe a minor blip overall or minor action will remedy it.
×	Under Performance – the indicator is under performing against target.
?	Missing Data – the indicator is missing data, this could be due to lag in data in the way the information is collated, or because its currently unavailable.
N/A	Not Applicable – no comparable data available. This could be due to the methodology being change or being a new measure created.



# APPENDIX 1: Performance Measures yearend performance (1<sup>st</sup> April 2017 – 31<sup>st</sup> March 2018)

Development Management										
Local Key Performance Indicators	Frequency	Good Performance Is	APR 2016 MAR 2017	APR 2017 MAR 2018	Year-end Target	Performance Status				
PM39: Net additional homes provided	Monthly	Bigger is Better	455	470	415					
PM38: Percentage of other applications determined within 8 weeks	Quarterly	Bigger is Better	91.09	92.9	80					
PM152: Percentage of major appeals allowed against all major application decisions (over last 2 yrs)	Quarterly	Smaller is Better	4.15	8.03	10					
PM151: Percentage of decisions on major applications within 13 weeks (or where extensions agreed)	Quarterly	Bigger is Better	79.43	89.23	70	<b>⊘</b>				
PM37: Percentage of minor applications determined within 8 weeks	Quarterly	Bigger is Better	86.94	90.8	60					
PM40: Number of affordable homes delivered (Gross)	Quarterly	Bigger is Better	40	121	30					



# **INFORMATION ITEM**

REPORT OF	MEETING	DATE	ITEM NO
RESOURCES DIRECTORATE	PLANNING COMMITTEE	13 JUNE 2018	10

# CAPITAL PROGRAMME MONITORING REPORT 2017/18 – OUTTURN POSITION 31<sup>st</sup> MARCH 2018

#### **PUBLIC ITEM**

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

#### **SUMMARY OF INFORMATION**

This report sets out details of expenditure on schemes within the Council's approved capital programme for the financial year 2017/18.

#### **SOURCE OF INFORMATION**

The report is based upon information on capital programme expenditure on a scheme by scheme basis extracted from the Council's financial ledger system for the period to 31st March 2018.

### LINK TO INFORMATION

http://www.fylde.gov.uk/council/finance/budget-monitoring/2017-18/

#### WHY IS THIS INFORMATION BEING GIVEN TO THE COMMITTEE?

The purpose of this report is to provide an update of the Council's approved Capital Programme as at the financial year-end, 31st March 2018. The Committee is directed to take particular note of those schemes which are under the Committee's remit.

Further information on the financial outturn position for 2017/18 will be contained within the MTFS Outturn Report to the Finance and Democracy Committee in June 2018.

#### **FURTHER INFORMATION**

Contact Paul O'Donoghue (Chief Financial Officer)

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

#### **CAPITAL OUTTURN 2017/18**

KEY:



SCHEME DELIVERED TO BUDGET DURING THE YEAR SCHEME UNDERSPENT AGAINST BUDGET SCHEME OVERSPENT AGAINST BUDGET

APPROVED SCHEMES	Financing Source	Latest Budget 2017/18 £000	Actual Outturn 2017/18 £000	Variance	Variance	See key	Slippage Requested £000	Comments
FINANCE & DEMOCRACY COMMITTEE								
Accommodation Project - Phase 6 & 7 - Council Chamber & Internal Refurb / Services	Proceeds from the sale of surplus Council Assets, and the Accommodation Project Reserve	500	500	0	On target	<b>:</b>	0	The completion of these phases of the scheme, within the approved budget, marks the completion of the internal refurbishment and modernisation of the Town Hall. This has been a major capital scheme, delivered over a number of years, resulting in much improved office accommodation and fit-for-purpose meeting rooms and Council Chamber.
Sub total		500	500	0			0	
TOURISM & LEISURE COMMITTEE						1		
Fairhaven Lake & Promenade Gardens	Capital Investment Reserve / Direct Revenue Finance	113	108	5	On target	©	5	Half of the project funding was expected to be required during 2017/18. This level of funding has not actually been required and the balance will now be used in 2018/19, subject to the slippage request being approved.
Development of Play Area - Bridges Playing Field, Warton	S106 Developer Contributions	107	107	0	On target	<b>©</b>	0	The scheme has been completed within the approved budget during the year.
Fleetwood Road Playing Fields, Wesham	S106 Developer Contributions	25	25	0	On target	©	0	The scheme has been completed within the approved budget during the year.
Mussel Tank Project	Specific Grant (LSA Civic Society)	130	130	0	On target	©	0	The scheme has been completed within the approved budget during the year.
Sub total		375	370	5			5	



SCHEME DELIVERED TO BUDGET DURING THE YEAR SCHEME UNDERSPENT AGAINST BUDGET SCHEME OVERSPENT AGAINST BUDGET

APPROVED SCHEMES	Financing Source	Latest Budget 2017/18 £000	Actual Outturn 2017/18 £000	Variance £000	Variance	See key	Slippage Requested £000	Comments
OPERATIONAL MANAGEMENT COMMITTEE								
Replacement Vehicles	Capital Investment Reserve / Borrowing / S106 Developer Contributions / Direct Revenue Finance	1,316	1,297	19	Underspent		19	An operational vehicle, of a bespoke specification, was not delivered to the Council by the year- end. Slippage is requested in this regard and the vehicle is now expected to be received in the early part of the financial year 2018/19.
Fylde Headlands Preliminary Work	Specific Government Grant (Environment Agency)	8	8	0	On target	<b>:</b>	0	The scheme has been completed within the approved budget during the year.
Public Transport Improvements	S106 Developer Contributions	18	18	0	On target	<u></u>	0	The scheme has been completed within the approved budget during the year.
Fairhaven and Church Scar Coast Protection Scheme	Specific Government Grant (Environment Agency) / Capital Investment Reserve	2,825	2,995	-170	Overspent	0	-170	Although grant for this scheme may be claimed three months in advance of it being expended, grant may not be claimed beyond the financial year end date. There has recently been an accelerated spend on the scheme towards the end of financial year 2017/18 and the balance of the associated grant was claimed early in the new financial year. Expenditure forecasts will continue to be reviewed as the scheme progresses and adjusted as necessary.
Sub tota	I	4,167	4,318	-151			-151	



SCHEME DELIVERED TO BUDGET DURING THE YEAR SCHEME UNDERSPENT AGAINST BUDGET SCHEME OVERSPENT AGAINST BUDGET

APPROVED SCHEMES	Financing Source	Latest Budget 2017/18	Actual Outturn 2017/18	Variance	Variance	See key	Slippage Requested	Comments
		£000	£000	£000			£000	
ENVIRONMENT, HEALTH & HOUSING COMMITTEE								
Disabled Facilities Grants Programme	Specific Grant (Better Care Fund) / External Contributions / Grant repayments	1,255	1,010	245	Underspent	<b>^</b>	245	This budget has seen a significant increase in central government funding during 2016/17 and 2017/18 which has facilitated the clearance of the backlog / waiting list for disabled facility works. The slippage of £245k reflects the residual balance from 2017/18. An annual monitoring report on DFG's is due to be considered by the Environment, Health and Housing Committee at its next meeting. The £245k is fully allocated and represents the on-going work within the section. The slippage has allowed the service to continue into the current financial year as the Council are still awaiting confirmation and receipt of the 2018/19 DFG allocation.
Housing Needs Grants	DFG Grant Repayments	8	8	0	On target	<b>:</b>	0	The scheme has been completed within the approved budget during the year.
93 St Albans Road - Compulsory Purchase Order	S106 Developer Contributions	99	89	10	Underspent	<b>^</b>	0	The scheme has been completed (purchase of the asset) in 2017/18 with a minor underspend.
Affordable Housing Scheme - 93 St Albans Road Refurbishment	S106 Developer Contributions	56	56	0	On target	©	0	The first phase of the scheme has been completed to budget during the year.
Affordable Housing Scheme - Sunnybank Mill, Kirkham	S106 Developer Contributions	460	460	0	On target	<b>:</b>	0	The first phase of the scheme has been completed to budget during the year.
Affordable Housing Scheme - Church Road Methodist Church, St Annes	S106 Developer Contributions	275	0	275	Underspent	<b>A</b>	275	There has been a delay in the transfer of land from the Methodist Church to Great Places Housing Association. The scheme has been awaiting approval from Regional Methodist Church Circuit, which is now expected soon, allowing the scheme to progress in 2018/19, subject to the slippage request being approved.
Affordable Warmth Scheme	Specific Grant (Lancashire County Council)	46	15	31	Underspent		31	The Affordable Warmth Scheme is an ongoing programme funded by Lancashire County Council (LCC). LCC have confirmed that the scheme will continue in 2018/19. The slippage requested is expected to be fully-utilised in 2018/19, if approved.
Sub total		2,199	1,638	561			551	



#### SCHEME DELIVERED TO BUDGET DURING THE YEAR SCHEME UNDERSPENT AGAINST BUDGET SCHEME OVERSPENT AGAINST BUDGET

APPROVED SCHEMES	Financing Source	Latest Budget 2017/18 £000	Actual Outturn 2017/18 £000	Variance £000	Variance	See key	Slippage Requested £000	Comments
PLANNING COMMITTEE								
Woodlands Road Regeneration Scheme - Town Centre Phase 3	Capital Investment Reserve / S106 Developer Contributions	6	6	0	On target	<b>①</b>	0	The scheme has been completed within the approved budget during the year.
St Annes Regeneration Schemes	S106 Developer Contributions	170	162	8	Underspent	<b>^</b>	8	This scheme relates to the refurbishment of St. Andrews Road South in St Annes. It was anticipated that the scheme would be completed by the end of the 2017/18 financial year. However, with the onset of adverse weather conditions in March 2018 the scheme was not fully completed. It will, however, be completed by the end of May 2018.
Staining Regeneration Schemes	S106 Developer Contributions	40	40	0	On target	©	0	The scheme has been completed within the approved budget during the year.
M55 Link Road - design works	S106 Developer Contributions	387	279	108	Underspent	<b>^</b>	108	This scheme relates to the detailed technical design of the proposed link road. This work is progressing and payment is being made in stages as work is completed rather than as an upfront payment. Accordingly payments will be spread across two financial years and slippage into 2017/18 in the sum of £137k is now requested. The design works are due to be completed by June. Subject to overall funding agreements being in place tendering by LCC for construction of the new road is due in autumn of 2018.
Sub total		603	487	116			116	
Takal Forman discoun		7.044	7 242	F24	T		F24	
Total Expenditure	<u>:</u>	7,844	7,313	531			521	