

# Agenda



## DEVELOPMENT MANAGEMENT COMMITTEE

Date:	Wednesday, 20 January 2016 at 6:30 pm
Venue:	Town Hall, St Annes, FY8 1LW
Committee members:	<p>Councillor Trevor Fiddler (Chairman) Councillor Richard Redcliffe (Vice-Chairman)</p> <p>Councillors Christine Akeroyd, Peter Collins, Michael Cornah, Tony Ford JP, Neil Harvey, Kiran Mulholland, Barbara Nash, Linda Nulty, Liz Oades, Albert Pounder.</p>

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1	<b>Declarations of Interest:</b> 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	<b>Confirmation of Minutes:</b> To confirm the minutes, as previously circulated, of the meeting held on 6 January 2016 as a correct record.	1
3	<b>Substitute Members:</b> Details of any substitute members notified in accordance with council procedure rule 25.	1
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<http://fylde.cmis.uk.com/fylde/DocumentsandInformation/PublicDocumentsandInformation.aspx>

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# DECISION ITEM



REPORT OF	MEETING	DATE	ITEM NO
DEVELOPMENT SERVICES DIRECTORATE	DEVELOPMENT MANAGEMENT COMMITTEE	20 JANUARY 2016	4

## DUTY TO CO-OPERATE: MEMORANDUM OF UNDERSTANDING BETWEEN BLACKPOOL COUNCIL, FYLDE BOROUGH COUNCIL, WYRE BOROUGH COUNCIL AND LANCASHIRE COUNTY COUNCIL

### PUBLIC ITEM

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

### SUMMARY

The report presents proposed amendments and updates to the Memorandum of Understanding with other authorities in relation to the Duty to Co-operate in the Local Plan preparation process. The amendments address changes to the combined evidence base and the strategic issues faced by the Fylde Coast Authorities, in particular with reference to housing and transport matters; the governance arrangements; and also includes some minor textual changes to improve the clarity of the document.

### RECOMMENDATIONS

That the Memorandum of Understanding, attached as appendix 1, be adopted by the Council

### CORPORATE PRIORITIES

To Promote the Enhancement of The Natural & Built Environment ( <b>Place</b> )	✓	To Encourage Cohesive Communities ( <b>People</b> )	✓
To Promote a Thriving Economy ( <b>Prosperity</b> )	✓	To Meet Expectations of our Customers ( <b>Performance</b> )	✓

### SUMMARY OF PREVIOUS DECISIONS

#### Cabinet 23 May 2012 Memorandum of Understanding – Fylde Coast Strategic Planning

Cabinet RESOLVED to support the draft 'Duty to Cooperate' Memorandum of Understanding and recommended its adoption by Council.

#### Cabinet 18 September 2013 Duty to Cooperate: Memorandum of Understanding Between Blackpool Council, Fylde Borough Council, Wyre Borough Council and Lancashire County Council

Cabinet RESOLVED

1. To endorse the Memorandum of Understanding
2. To request that the Leader of the Council appoints two members of the Council to sit on the joint

- member/officer Steering Group established to oversee the work under the Duty to Co-operate.
3. To agree to a similar Memorandum of Understanding between Fylde and Preston Councils being drawn up and presented to a future meeting of Cabinet.
  4. To thank the Director of Development Services and his team for initiating the exercise.

## REPORT

### 1. Background/legal framework

- 1.1 The Localism Act 2011 introduced changes to the planning system, a key change was the abolition of Regional Spatial Strategies, and the consequence of this is that local authorities are now responsible for their own strategic planning.
- 1.2 To ensure that sensible planning for issues that extend beyond a local authority boundary still happens, the Government through the Localism Act and the National Planning Policy Framework (the Framework) introduced a 'Duty to Co-operate' on strategic planning issues.
- 1.3 The Duty to Co-operate applies to all local planning authorities, County Councils and a number of other public bodies, in consultation with Local Nature Partnerships and Local Enterprise Partnerships in particular. It requires working with neighbouring authorities and other bodies on strategic priorities and includes collaborating on evidence critical to understanding the needs of local areas and the wider economic and housing market areas.
- 1.4 Paragraph 179 of the Framework requires councils to work together to address strategic priorities across boundaries and development requirements which cannot be wholly met within their own areas. Failure to do so will lead to less sustainable plans and reduce the ability to deliver infrastructure and inward investment.
- 1.5 The 'Duty to Co-operate' is a legal requirement of the plan preparation process. It is the first matter that the Planning Inspectorate will look at during the Examination of the Local Plan. The Planning Inspectorate will need to see sufficient evidence to demonstrate that the 'Duty to Co-operate' has been undertaken effectively through cooperation. Experience from Local Plan Examinations that have already taken place elsewhere indicates that if the Inspector is not satisfied that the duty to co-operate has been adequately discharged, the plan will fall at the first hurdle leading to delay and further expense in the plan preparation exercise.
- 1.6 Where co-operation is not forthcoming, The Planning Inspectorate is likely to consider the extent to which the request to co-operate is 'reasonable' based on the evidence. If the deliverability of the plan is dependent on a reasonable request for co-operation by the plan-making body, that is not forthcoming, the plan may still be found unsound unless some form of working arrangement can be brokered.
- 1.7 If the Planning Inspectorate considers that the legal requirement to co-operate has been met through joint working but there is disagreement about the policy outcome (for example the proposed level of housing provision), then this will need to be resolved through the examination process based on the evidence.
- 1.8 Councils and other public bodies covered by the duty are advised to make every effort to ensure that strategic issues are properly addressed and that any major disagreements are resolved well before the examination. Whilst the Memorandum of Understanding is an important constituent in discharging evidence of Fylde Council's co-operation with Blackpool, Wyre and Lancashire County Councils on issues affecting the Fylde Coast, on its own it will not be sufficient to discharge this duty. In particular, Fylde Council will also need to demonstrate that it has co-

operated with its other neighbouring authorities, such as Preston as well as other public bodies that operate in this locality.

- 1.9 As a result of changes to both the combined evidence base and the strategic issues faced by the Fylde Coast Authorities, in particular with reference to housing and transport matters as well as the governance arrangements it has become apparent that the Memorandum of Understanding requires updating. The need to refresh the document has provided an opportunity to make some minor textual changes to improve the clarity of the document.

## 2. The Memorandum of Understanding (MOU):

- 2.1 Cabinet agreed the principle of adopting an MOU in May 2012. The draft MOU was amended following extensive discussions with the local authorities that are party to the agreement and the final version was adopted by Cabinet in September 2013.

<http://www.fylde.gov.uk/assets/files/4453/Item-8-Duty-to-Cooperate-Memorandum-of-Understanding.pdf>

- 2.2 The MOU between the four Fylde Coast authorities provides the following:

- Context on the Government's requirement regarding the Duty to Cooperate;
- Background on the Fylde Coast Peninsula and its geographical and economic characteristics;
- Cross Boundary Issues - highlighting strategic areas of agreement, including existing co-operation and collaboration between the four Authorities and areas for continued and future co-operation, to fulfil the Duty to Co-operate; and
- Governance arrangements.

- 2.3 The cross boundary issues that are currently highlighted in the Memorandum of Understanding include in summary:

Housing – issues related to housing provision and strategy across the Fylde coast; a more balanced and wider housing choice; and housing provision on the Fylde/Blackpool boundary around Junction 4 of the M55;

Business and industrial development – sub-regional employment land requirements; strategic priorities to strengthen the Fylde Coast economy around Junction 4 of the M55/ Fylde/Blackpool boundary; promotion of sustainable development on key strategic sites /corridors such as ; Blackpool Airport corridor – Fylde/Blackpool boundary; The Enterprise Zone at BAE Systems, Warton and Whyndyke Farm – Fylde/Blackpool boundary;

Retail - to work together to provide evidence to effectively resist retail applications not in accordance with the development strategies of the Fylde Coast Authorities;

Transport – relieving short to medium term congestion on the A585(T); supporting the sustainable development of Blackpool Airport as an economic priority; supporting improvement to the tram network with possible connections to Blackpool airport and the South Fylde rail line; support for the M55 to Heyhouses road link; continue to support improvements to Preston Station and improved access to Fylde Coast Towns; support proposals in the Central Lancashire Highways and Transport Masterplan; seeking a common approach to car parking standards;

Surface Water Drainage – to agree a common approach to surface water and waste water management to ensure the delivery of the required infrastructure improvements needed to accommodate future development requirements is not compromised;

Natural Environment – to work together to conserve and enhance natural habitats, biodiversity and landscapes of importance and to develop a strategic network of green infrastructure. The ‘Key Issues’ which are currently highlighted in the Memorandum of Understanding are not exclusive. The Duty to Co-operate is an ongoing process, as issues and the policy approaches are agreed other issues will arise which will need to be addressed. Therefore this memorandum will be reviewed and updated as appropriate in accordance with the governance arrangements. As part of this process it is proposed that any changes to the Memorandum of Understanding will be agreed through formal consideration by the Portfolio Holder for Planning & Development.

- 2.4 The Memorandum of Understanding is supported by a schedule which demonstrates that Fylde Council’s duty to co-operate with all its neighbouring authorities and responsible bodies has been discharged. This includes information on key issues, the responsible bodies and groups involved in that key issue, the nature of the cooperation, the progress being made and the agreed policy outcome. The provision of such a schedule is intended to assist the Inspectorate at Examination in determining that the Duty to Co-operate has been met.

### 3. Amendments to the MOU

- 3.1 The amendments to the previously adopted MOU address changes to the combined evidence base and the strategic issues faced by the Fylde Coast Authorities, in particular with reference to housing and transport matters; the governance arrangements; and also includes some minor textual changes to improve the clarity of the document.
- 3.2 The revised MOU is reproduced as appendix 1 to this report.
- 3.3 A “tracked” version of the MoU is provided at appendix 2 which highlights the changes between the two documents.

### 4. Agreement of the Memorandum of Understanding

- 4.1 The duty to co-operate, as set out in section 33A of the Planning and Compulsory Purchase Act 2004 is not a freestanding function. Rather, it sets out a way in which the authority is to carry out certain other tasks, which are already its functions.
- 4.2 The Memorandum of Understanding is a document setting out how the council will fulfil functions it already has. The development plan process was previously an executive responsibility, but now sits with the Development Management Committee. As a result, the MoU is presented for adoption by Committee on behalf of the Council.
- 4.3 Respective Fylde Coast authorities are adopting/have adopted the attached amended MoU. Importantly the revised draft was considered by the Inspector at the Examination in Public of the Blackpool Core Strategy.

IMPLICATIONS	
Finance	None arising from this report
Legal	The statutory requirement to co-operate is set out in s33A of the Planning and Compulsory Purchase Act 2004. It is a duty to engage constructively, actively and on an ongoing basis in certain processes with prescribed persons. Regard must be had to any guidance by the Secretary of State about how this duty is to be complied with. The National Planning Policy Framework includes a statement that the local plan will be examined by an Inspector whose role is to assess whether it 'has been prepared in accordance with the Duty to Cooperate, legal and procedural requirements and whether it is sound'.
Community Safety	None arising from this report
Human Rights and Equalities	None arising from this report
Sustainability and Environmental Impact	The proposed MoU will assist in securing sustainable development across the wider Fylde Coast Area.
Health & Safety and Risk Management	The Duty to Co-Operate is a key requirement of the preparation of the Fylde Local Plan to 2030: Part 1. The Local Plan will provide the statutory planning framework to enable and assist the delivery of Fylde's future development requirements. Without its progress it will be harder to resist inappropriate development proposals being granted permission. Failure to meet the requirements of the Duty to Co-Operate runs the risk of the Local Plan being found 'unsound' at Examination.

LEAD AUTHOR	TEL	DATE	DOC ID
Mark Evans	01253 658460	December 2015	

Attached documents

1. Proposed (Revised) Memorandum of Understanding.
2. "Tracked" Version of Memorandum of Understanding.

# **DUTY TO CO-OPERATE**

## **MEMORANDUM OF UNDERSTANDING**

### **BETWEEN**

**BLACKPOOL COUNCIL,**

**LANCASHIRE COUNTY COUNCIL,**

**FYLDE BOROUGH COUNCIL AND**

**WYRE BOROUGH COUNCIL**

**April 2015**



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## **1.0 PURPOSE OF THE MEMORANDUM OF UNDERSTANDING**

- 1.1 This Memorandum of Understanding (MOU) updates the first MOU dated August 2013 between Blackpool Council, Fylde Council, Wyre Council (to be referred to as the Fylde Coast Authorities (FCAs) for the purpose of this MOU) and Lancashire County Council (LCC).
- 1.2 This update refreshes the evidence base; the strategic issues, in particular with reference to housing and transport matters; the governance arrangements; and also includes some minor textual changes to improve clarity.
- 1.3 The MOU provides for those strategic planning issues which require cross boundary co-operation and collaboration to ensure the requirements of the Government's 'Duty to Cooperate' are met and that the local plans of the FCAs are sustainable, deliverable and found 'sound' at examination. It formalises the ongoing dialogue and co-operation that currently exists between the four authorities.
- 1.4 The MOU will also guide the approach that the FCAs and LCC take with respect to responding to strategic planning applications and nationally significant infrastructure projects.
- 1.5 The following sections of the MOU provide:
  - Context on the Government's requirement regarding the Duty to Cooperate;
  - Background on the Fylde Coast Peninsula and its geographical and economic characteristics;
  - Cross Boundary Issues - highlighting strategic areas of agreement, including existing co-operation and collaboration between the FCAs and LCC and areas for continued and future co-operation, to fulfil the Duty to Co-operate;
  - Governance arrangements.

## **2.0 CONTEXT**

- 2.1 The Government introduced through the Localism Act and the National Planning Policy Framework (NPPF) a 'Duty to Co-operate' on strategic planning and cross boundary issues.

- 2.2 The Duty to Co-operate applies to all local planning authorities, County Councils and a number of other public bodies and requires a continuous process of engagement and cooperation on planning issues that cross administrative boundaries. This is to ensure strategic priorities across local boundaries are properly coordinated and the process should also involve consultation with Local Enterprise Partnerships and Local Nature Partnerships.
- 2.3 Local planning authorities are expected to demonstrate evidence of having effectively cooperated to plan for issues with cross-boundary impacts when their plans are submitted for examination. If this is not achieved the Government has indicated that authorities run the risk of their Local Plans being found 'unsound' at Examination.
- 2.4 In particular, the Duty:
- relates to sustainable development or use of land that would have a significant impact on at least two local planning areas or on a planning matter that falls within the remit of a county council;
  - requires that councils set out planning policies to address such issues;
  - requires that councils and other bodies engage constructively, actively and on an ongoing basis to develop strategic policies in the preparation of local plan documents and activities that can reasonably be considered to prepare the way for such documents;
  - requires councils to consider joint approaches to plan-making.
- 2.5 Paragraphs 178 -181 of the NPPF gives further guidance on 'planning strategically across local boundaries' and highlights the importance of joint working to meet development requirements that cannot be wholly met within a single local planning area, through either joint planning policies or informal strategies such as infrastructure and investment plans.
- 2.6 The NPPF requires that each local planning authority should ensure that the Local Plan and decision-making is based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area. As part of our approach to working cooperatively, the authorities will consider the best means of gathering information and intelligence on a strategic cross-boundary basis to ensure consistency of data and its interpretation and application to development planning.

### **3.0 THE FYLDE COAST PENINSULA – SUB REGIONAL FUNCTIONALITY**

- 3.1 The Fylde Coast sub-region encompasses the area covered by the unitary authority of Blackpool Council and the two-tier area covered by Lancashire County Council and the district councils of Fylde and Wyre. The area stretches from the Ribble Estuary in the south to Morecambe Bay in the north and the Forest of Bowland moorlands in the east. The area covers 384 sq km and is home to 327,400 residents.
- 3.2 The Fylde Coast sub-region demonstrates a high level of self containment in terms of housing markets, travel to work patterns and economic functionality.
- 3.3 The Fylde Coast housing market area is broadly determined by patterns of local migration and travel to work patterns. There are strong local connections within that part of the Fylde Coast housing market area comprising Blackpool and west Fylde and Wyre. The remaining areas of Wyre relate to a wider rural housing market with the A6 corridor and eastern Fylde relating more strongly to Preston.
- 3.4 The economic functionality of the Fylde Coast is apparent through the strong travel to work patterns and employment with a shared tourism and cultural offer; regionally and nationally significant advanced manufacturing (BAE Systems at Warton and nuclear processing at Westinghouse, Springfields); the Department for Work and Pensions; and a shared infrastructure including Blackpool Airport, coastal tramway and strategic highway and rail networks.
- 3.5 This economic coherence was reflected in the establishment of the Multi Area Agreement in April 2009 and the Blackpool, Fylde and Wyre Economic Development Company in April 2010 (rebranded the Blackpool Bay Company in 2011), to support local authority partnership working, co-ordinate and drive forward shared objectives and deliver a co-ordinated programme of capital investment.
- 3.6 The landscape across the sub-region is broadly similar, largely falling within the Lancashire and Amounderness Plain National Character Area (NCA), but with a portion of the North Wyre coast within the Morecambe Coast and Lune Estuary NCA. The sub-region encompasses part of the Forest of Bowland AONB.

## 4.0 CROSS BOUNDARY ISSUES

### Context

- 4.1 Paragraph 156 of the NPPF sets out strategic issues where co-operation might be appropriate including:
- the homes and jobs needed in the area;
  - the provision of retail, leisure and other commercial development;
  - the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
  - the provision of health, security, community and cultural infrastructure and other local facilities; and
  - climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape/habitats and the importance of European sites.
- 4.2 The priority given to these issues will depend on local circumstances and strategic approaches may not be required in every situation.
- 4.3 Working together on strategic planning issues is not new to the FCAs and LCC. Engagement on issues of common concern with respect to housing, employment land and transport infrastructure have been ongoing for many years.
- 4.4 Currently, the spatial planning policies of the FCAs are being reviewed through the development of local plans. Whilst the Duty to Co-operate proposes that neighbouring authorities should consider joint approaches to plan making, the authorities have decided to develop separate Local Plans, albeit closely aligned, due to the different stages of the local plan process at which each authority finds its self and having regard to the unitary status of Blackpool Council.
- 4.5 To undertake a joint local plan would further delay the adoption of an up to date plan for each authority. The coalition government has advised local planning authorities to ensure that they get up to date local plans in place as soon as possible. Without an up to date plan, development decisions will be made on the basis of the NPPF, with the presumption being 'yes' to sustainable development unless 'any adverse impacts would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or specific policies in the Framework indicate development should be

restricted'. This could result in development being approved which does not have the support of the authorities.

- 4.6 Lancashire County Council (LCC) is responsible for the delivery of transport infrastructure and services within Fylde and Wyre districts directed by the Local Transport Plan and Fylde Coast Highways and Transport Masterplan; as well as education and social care provision and new responsibilities relating to flood risk and health. This also involves working with Blackpool at a strategic level to ensure a co-ordinated approach to infrastructure and service delivery. LCC's involvement is therefore critical in the development and delivery of the FCAs' local plans.
- 4.7 With respect to waste management and the provision of minerals, LCC and Blackpool Council as minerals and waste authorities have a long standing relationship of working together in preparing; monitoring and reviewing the Joint Minerals and Waste Local Plan and Municipal Waste Management Strategy for Lancashire. The Local Plan is currently being reviewed and an Onshore Oil and Gas Supplementary Planning Document (SPD) is under preparation.
- 4.8 The FCAs and LCC acknowledge that addressing cross-boundary issues is essential if sustainable development is to be delivered at a local level and economic growth and social and environmental well being for the sub-region is to be achieved. Those strategic issues which are considered to need cross boundary co-operation are set out below. The 'Key Issues' which are highlighted at the end of each section are not exclusive. The Duty to Co-operate is an ongoing process, as issues and the policy approach are agreed other issues will arise which will need to be addressed. This memorandum will be reviewed and updated as appropriate in accordance with the governance arrangements set out at the end of this document.

## **Housing**

- 4.9 The housing offer on the Fylde Coast has an important role in supporting the sub-region's economy. The Fylde Coast housing market area (HMA) as a whole offers a wide range of housing and neighbourhoods, including some very attractive areas, but there are also some major concentrations of poor quality homes in very unattractive neighbourhoods. These

neighbourhoods contribute to the underperformance of the local economy, whilst in the attractive areas it is difficult for local people on modest incomes to be able to afford to buy or rent a suitable home.

- 4.10 To achieve a more balanced housing market the FCAs have undertaken a joint approach to addressing housing issues unrestricted by local authority boundaries. This has included appointing a Fylde Coast Housing Strategy Manager in October 2007 to develop and manage the sub-regional approach to housing and inform policy development.
- 4.11 Joint housing studies have been produced to inform policy development, including the need for new and affordable housing:
- the **Fylde Coast Housing Market Assessment Study (December 2013) published February 2014** (including Addendums) - to provide a robust evidence base to inform the policy approach to be adopted in the individual local plans. This study is a key document in the Local Plan evidence base and updates the previous 2008 Fylde Coast SHMA. It is accompanied by two Addendums which relate to the 2012 ONS Population and Household projections which were released in October 2014 and February 2015 respectively
  - the **Fylde Coast Housing Strategy 2009** - to provide a common understanding, vision and set of priorities for housing across the Fylde Coast housing market area to provide a wider understanding of issues and priorities that enables public and private sector partners to develop their work in a clear strategic context.
- 4.12 In considering housing need and requirements, the FCAs also need to address the accommodation requirements of Gypsies, Travellers and Travelling Showpeople. The Government's Planning Policy for Travellers (March 2012) sets out the broad approach to be adopted and requires all local authorities to provide for a 5 year supply of sites where a such need is identified. In response to this the FCAs jointly commissioned consultants Opinion Research Services to undertake a Gypsy and Traveller Accommodation Assessment and the findings were published in October 2014. The assessment established a need for additional sites across the Fylde Coast including 81 traveller pitches and 14 plots for Travelling Showpeople to 2031.

**We will work together to:**

- reach a consensus on housing provision across the Fylde Coast sub-region;
- establish a more balanced and wider housing choice in the Housing Market Area;
- promote a strong and distinctive sustainable pattern of settlement growth that supports each area's needs;
- reach a consensus on the accommodation needs of Gypsy, Traveller and travelling Showpeople communities across the Fylde Coast sub-region;
- agree complementary/joint approaches to the delivery and accessibility of affordable housing.

**Economy – Business and Industrial Development**

- 4.13 There are strong links between the FCAs in terms of travel to work patterns and employment, which warrant the joint consideration of future employment development for the sub region.
- 4.15 The size of the Fylde Coast economy is around £4.8bn – some 2% of the North West economy but productivity per head significantly underperforms the Lancashire and England average, reflecting the predominance of the tourism sector. However the sub-region does contain significant specialism in advanced manufacturing in Fylde - aerospace at Warton, identified in 2012 as an Enterprise Zone, nuclear processing at Springfields, accounting for almost half the industrial business lands in the sub-region and advanced chemical manufacturing at Hillhouse, Thornton.
- 4.16 Other strengths exist in food processing and environmental technologies. Environmental technology including Global Renewables at Thornton and fish processing associated with Fleetwood docks contribute significantly to employment in Wyre. The public sector and government agencies are also substantial providers of jobs in the sub-region along with insurance providers Axa and Aegon in Fylde.



- 4.17 Decline in GVA and employment has been a shared experience across the FCAs. However they recognise the need to strengthen, promote and enhance the tourism offer whilst at the same time further develop the other key sectors referred to above, with a need to persuade existing businesses in these sectors to grow and to provide the right conditions for other firms to invest.
- 4.18 Crucial to this is the provision of quality development sites to support new business growth. The peripheral location of the Fylde Coast within the North West makes it critical to provide a portfolio of sustainable employment opportunities to improve economic performance. The FCAs have recognised the need to capitalise on the particular assets, strengths and opportunities of the sub region as a whole. In 2010 a Fylde Sub Region Employment Land Review was agreed by Blackpool, Fylde and Wyre which sets out the current position in terms of employment land availability. Updating this in 2012 Fylde Council commissioned consultants to carry out an Employment Land and Premises Study and Wyre Council undertook an Employment Land and Commercial Leisure Study. In 2015 Wyre commissioned an update of the employment land elements of the Employment Land and Commercial Leisure Study. Blackpool Council has undertaken an updated Employment Land Study which was published in June 2014. Additionally BE Group were jointly commissioned in 2013 by Fylde and Blackpool Councils to undertake an employment land appraisal study relating to land on the Fylde/Blackpool boundary around Whitehills and Junction 4 of the M55 and specific sites in south Blackpool.
- 4.19 The Blackpool Bay Company (BBC) has commissioned Genecon consultants to develop the Blackpool, Fylde and Wyre Local Growth Accelerator Strategy focused on delivering economic change at the sub-area level across the Fylde Coast in line with the Lancashire Enterprise Partnership Growth Plan and Strategic Economic Plan.

**We will work together to :**

- undertake joint consideration of future employment development for the sub-region in response to the strong links between the FCAs in terms of travel to work patterns and employment;
- agree the sub-regional employment land requirement;
- agree the strategic priorities for land use with the aim of attracting major new economic development to help strengthen the Fylde Coast economy;

- to promote sustainable solutions at key strategic sites and corridors:

- Blackpool Airport corridor – Blackpool/Fylde boundary including newly designated Enterprise Zone;
- The Enterprise Zone at BAE Systems – Warton – Fylde;
- Hillhouse International Business Park – Wyre;
- Central Business District – Blackpool Town Centre;
- Junction 4 of the M55 – Fylde/Blackpool boundary;
- A6 Corridor/Garstang – Wyre

## Retail

- 4.20 Retailing is a key strategic issue over which the FCAs collaborate and in September 2007 White Young Green were commissioned by Blackpool, Fylde and Wyre authorities to carry out the first sub-regional retail study for the Fylde Coast. The study, which was published in June 2008, was undertaken to provide an in-depth analysis of the retail provision within the main centres of the Fylde Coast Sub-Region, including an assessment of the extent to which the centres were meeting the retail needs of the local population and the role of the local shopping network and the sub-regional shopping hierarchy.
- 4.21 This 2008 study was updated by Roger Tym and Partners – the ‘Joint Fylde Coast Retail Study 2011’ in order to reflect significant changes since the first study. These include major new developments, in particular the extension to the Houndshell Shopping Centre in Blackpool; economic changes; forecast retail expenditure growth rates; and changes in national guidance at the time with respect to the publication of PPS4 (December 2009) and the test of soundness for Local Plan Documents in PPS12 (June 2008), now superseded by the NPPF.
- 4.22 The 2011 study provides evidence to inform the local plans of the FCAs with respect to:

- a. the retail role of towns within the Fylde Coast and their position in the retail hierarchy;
  - b. potential future development needs for each authority; and
  - c. definition of the town centres within the Sub-Region which are Blackpool, Lytham, St Annes, Kirkham, Fleetwood, Cleveleys, Poulton-le-Fylde and Garstang.
- 4.23 The 2011 study has been endorsed by each of the FCAs to be used as appropriate evidence base on which to inform policy in their local plans.
- 4.24 To address over-trading issues of particular convenience stores highlighted in the 2011 study, Fylde and Wyre jointly commissioned Peter Brett Associates (formerly Roger Tym and Partners) to undertake additional work to assess the impact on future convenience expenditure capacity in their areas. It also provided the opportunity to extend the consideration of future floorspace needs for an additional 4 years to 2030 to reflect Fylde and Wyre's Local Plan periods.

**We will work together to:**

- **reach a consensus on the retail hierarchy and roles of towns within the Fylde Coast Sub-Region;**
- **provide evidence to effectively resist retail applications which are not in accordance with the retail hierarchy contained in the development plans of the FCAs.**

**Transport**

- 4.25 Developing a more sustainable and efficient transport network across the Fylde Coast is vital for our economic prosperity and our social and environmental well being. Our sub-regional transport infrastructure needs to support our economic priorities and effectively integrate with future development locations to reduce the need to travel, making it safe and easy for Fylde Coast residents to access jobs and services; for visitors to access and enjoy the tourism and cultural offer; and for business to be attracted to invest in the sub-region.
- 4.26 The transport infrastructure of the Fylde Coast comprises road, rail, tram, air and potential port links supported by a comprehensive network of footpaths, canal, cycle routes and bridleways.

- 4.27 At the heart of the transport network is the M55 linking Blackpool with the M6 north of Preston. This is supported by the principal road network including the key routes of the A583 (Preston - Kirkham - Blackpool), the A584 (Freckleton/Warton –Lytham St. Annes-Blackpool), the A585(T) (M55 Junction 3 to Fleetwood), A6 (Preston – Garstang – Lancaster), the A586 (A6 to A585) and A588 (A585 through Wyre East Rural to Lancaster)
- 4.28 The North Fylde line connects Blackpool North, Poulton-le-Fylde and Kirkham with frequent and fast services to Preston. This line has recently been electrified which will increase the potential; for modal shift to relieve the road network enhance and may see through services by using Pendolino trains by 2017. There are a total of twelve railway stations in the sub-region, most of which are situated on the south Fylde line which connects to Blackpool South station and the Pleasure Beach and serves Lytham and St. Annes with an hourly service to Preston.
- 4.29 The Blackpool Tramway system runs for some 11 miles along the coast from Starr Gate in south Blackpool to north Fleetwood linking to Blackpool North and South stations although the interchange between the two is currently poor. The tramway has seen recent significant investment with a comprehensive upgrade completed in 2012, providing a modern accessible transport system which carried some 4.3 million passengers in the year ending October 2013. Through Sintropher funding, work has been undertaken to assess the development of tram services linked to the national rail network. The Blackpool North Tram option proposes a 700m extension from the promenade at North Pier along Talbot Road to Blackpool North rail station. The intention is to create an interchange between the tram and rail, increasing accessibility and connectivity between destinations along the Fylde Coast tramway and the national rail network.
- 4.30 Until October 2014, Blackpool Airport operated regular charter and scheduled flights throughout the UK and to various European destinations. In addition, whilst the Port of Fleetwood ceased ferry services in 2010 it maintains its capacity for ferry Roll On Roll Off (RORO) and has potential as a maintenance base for the off-shore energy sector, including wind turbines.
- 4.31 Whilst the transport infrastructure for the Fylde Coast could be considered as comprehensive there are major strategic challenges which need to be addressed to improve our economic competitiveness. These include:
- The A585(T) corridor which presents a significant bottleneck at Singleton crossroads and other local problems for connectivity between the M55 and Fleetwood

- Congestion on the A585 between the M55 and Fleetwood could undermine future economic development activity of the Fleetwood -Thornton Development Corridor (to which the adopted Fleetwood-Thornton Area Action Plan, is applicable)
- The A6 corridor and in particular junction 1 on the M55 is close to capacity which could limit future growth along the A6 corridor beyond planned growth in North Preston
- In the south access to the BAE Systems site at Warton needs to be improved to allow redundant brownfield land to be suitable for future development. Such connectivity issues act as a barrier to communities accessing employment. In response to this the Central Lancashire Highways and Transport Masterplan proposes a Western Distributor road around Preston linked to a new Junction 2 on the M55 to accommodate significant housing development in northwest Preston and improve access to the Enterprise Zone site
- Access to the Warton Enterprise Zone from the wider Fylde Coast can be problematic in particular from Wyre, trips taking around 50 minutes from Fleetwood to Warton outside peak holiday season and significantly longer within season. In addition public transport is also limited
- Public transport connectivity is relatively poor with limited rail connectivity between some of the key urbanised areas and coastal and market towns of Wyre and Fylde and the wider North West. Heavy rail connectivity to St Annes and south Blackpool is restricted by a single track line with trains only running once every hour in both directions. The propensity of those in the South Fylde rail line catchment area to use rail is well below the national average. There is a real need to increase service frequency and reliability, meeting transport demand from Lytham St Annes and supporting regeneration in south Blackpool. In addition, a lack of suitable interchange means the tram system is currently disconnected from the rail infrastructure. At Preston, interchange between services is made more difficult by poor platform access between main line platforms and those serving the Fylde Coast
- Blackpool Airport, now designated within an Enterprise Zone is a considerable sub-regional asset and there is a need to ensure that the economic potential of this asset is maintained. Currently public transport access to the airport is relatively poor. There is no rail station and at present no buses directly serve the site. If the airport is to truly appeal, there needs to be investment in transport infrastructure to the site from not only across the Fylde Coast but also from places such as Preston

4.32 Local transport planning priorities for Lancashire and Blackpool captured in the Fylde Cost Highways and Transport Masterplan will play an important part in addressing these strategic challenges. As well as the strategic issues presented above, this will consider important issues of rural connectivity, bus infrastructure and coach travel and the promotion of cycling.

**We will work together to:**

- identify and carry forward a programme of cost effective viable improvements along the A585, working with the Highways Agency to remove the last remaining pinch-points along the route;
- consider the need for and the means to provide new direct, high standard road links between the M55 motorway north to Norcross and south to St. Annes to relieve road congestion and improve connectivity to potential areas of growth and development;
- to identify and deliver necessary improvements along the A6 corridor to support new growth and development;
- support the sustainable development of Blackpool Airport including working to explore the potential to develop commercial aeronautical activity and improvements to surface access by public transport;
- Support improvements to Preston Station, Blackpool North and other stations and maximise the opportunities presented by rail electrification and HS2 for rail travel and commuting;
- support further improvements to and better integration of the sub-regions train and tram networks to assist north-south movements along the coast from Fleetwood to Starr Gate and south to Lytham and St. Annes;
- Consider the opportunities presented by significant new road infrastructure in Central Lancashire, including the prospect for a new road crossing of the River Ribble;
- seek a common approach to parking standards across the sub-region.

**Surface Water Drainage and Waste Water**

- 4.33 Water infrastructure capacity is a key cross boundary issue which will directly affect the delivery of built development across the Fylde Coast. The main issues relate to surface water drainage; the capacity of the existing sewage network and the need to ensure that proposals for new development have no adverse effect on the bathing water quality along the Fylde Coast. This is a vital issue as the quality of our beaches and bathing water underpins our tourism offer and our future economic prosperity.

- 4.34 Recent studies have been undertaken to inform the evidence base including the Central Lancashire and Blackpool Outline Water Cycle Study completed in April 2011. Whilst this study covers those authorities in Central Lancashire and Blackpool which were included in the Growth Point area, the study provides an assessment of the flood risk planning data, foul drainage, surface water management water resources and infrastructure issues including information on the wider Fylde Coast area. In addition, as part of its role as a Lead Local Flood Authority, Blackpool has recently produced a Blackpool Surface Water Management Plan researching and aligning all data, information and legislation, in liaison with United Utilities and the Environment Agency on critical capacity issues, with a focus on existing assets, identifying flood risks, mitigation measures and with the view to developing an on-going implementation plan. This plan will include wider consideration of cross-boundary surface water infrastructure and drainage issues along the coastal belt in order to generate and develop sustainable drainage measures. Lancashire County Council is the Lead Flood Authority for the Fylde and Wyre area and works closely with the FCA's to identify and address Blackpool Flood Risk Management Strategy for 2014 to 2017.
- 4.35 From the evidence base it is clear that the main cross boundary issues relate to network capacity issues which are contributing to surface water flooding and spills of untreated waste water into the Irish Sea, putting at risk Fylde Coast bathing waters under the new bathing water legislation due to come into force in 2015.
- 4.36 It is therefore imperative that the FCAs and LCC agree a supportive approach to surface water and waste water management to ensure that the economic prosperity of the Fylde Coast is not compromised and that the future development requirements of the sub-region can be accommodated. This includes the approach to ad hoc development not compromising the delivery of required infrastructure improvements to address the capacity issues of the Fylde Coast.
- 4.37 In recognition of the issues surrounding water management the Fylde Peninsula Water Management Group (FPWMG) was set up in April 2011. The Group is a partnership comprising the Environment Agency, United Utilities, the FCAs, Lancashire County Council and Keep Britain Tidy. The purpose of the group is to provide a sustainable and integrated approach to the management of coastal protection; water quality (including bathing waters), surface water drainage (including flooding) and development.
- 4.38 The Partnership established a set of guiding principles to work towards:
- Work together to develop a strong evidence base so we can prioritise what is important for the area;

- Use this evidence to demonstrate how environmental improvements can deliver real and lasting social and economic outcomes;
- Cooperate to identify and deliver innovative solutions;
- Unlock new funding streams and align investment plans to deliver real value for money;
- Develop an agreed programme of works that delivers real and lasting change.

4.39 The FPWMG has also produced a ten point action plan which sets out the work that is needed to deliver long term improvements to bathing water quality across the Fylde Peninsula.”

**We will work together to:**

- **agree a common approach to surface water and waste water management, including the approach adopted to ad hoc development, to ensure the delivery of required infrastructure improvements needed to accommodate future development requirements is not compromised.**

### **Natural Environment**

4.40 The Fylde Coast sub-region is characterised by a wide variety of natural environmental assets, from intertidal mudflats to the high Bowland fells, and including all of Lancashire's surviving natural sand dune systems. There is a range of overlapping wildlife designations including sites of international, National and local importance which seek to conserve natural habitats and/or species. Six designated sites of international importance (including Ramsar, Special Protection Areas (SPA) and Special Areas of Conservation (SAC)) fringe the coastline. There are ten nationally designated Sites of Special Scientific Interest (SSSIs) which include Morecambe Bay, Ribble Estuary, River Wyre. Offshore there is a Marine SAC (Liverpool Bay) and Marine SPA (Shell Flat and Lune Deep) and a Nationally important Marine Conservation Zone (Fylde). There are also 111 locally important Biological Heritage Sites (BHSs), five Local Geo-diversity Sites and pockets of ancient woodland. Part of the Forest of Bowland Area of Outstanding Natural Beauty lies within the sub region.

4.41 The sub-region is covered by two Local nature partnerships: Morecambe Bay LNP and Lancashire LNP. In addition, the Morecambe Bay Nature Improvement Area (NIA) was one of twelve designated in 2012, with the aim of improving the landscape for nature, the community and visitors.

4.42 A core planning principle of the NPPF relates to conserving and enhancing the natural environment. This should be considered at a strategic level as landscape-scale networks



of biodiversity and green infrastructure cross administrative boundaries and development in one area can have a potential effect upon natural assets in another. Green infrastructure is defined by Natural England as a strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features. An ecological network for Lancashire, including the whole of the sub region, has been identified on behalf of the Lancashire LNP and made available through LERN. LERN, which is hosted by the County Council, supports the environmental information and intelligence needs of public, private and third sector organisations operating in Lancashire, as well as members of the public. Access to LERN data and services is covered by a separate MoA.

- 4.43 To determine the environmental impact and effect on European designated sites, the Strategic Environmental Assessment (SEA) Directive 2001/42/EC and the Habitats Directive respectively require assessments of plans and projects of neighbouring authorities to be considered, so requiring co-ordination and sharing of information at the Fylde Coast sub-regional level.
- 4.44 The sub-region is also characterised by relatively small but strategically important areas of Green Belt between i) Fleetwood, Thornton and Cleveleys ii) Thornton, Cleveleys, Poulton-le-Fylde and Blackpool iii) South Blackpool and St Anne's, iv) Lytham and Warton, v) Freckleton and Kirkham and vi) Staining and Blackpool / Poulton-le-Fylde. Any substantial strategic changes to Green Belt boundaries would need to be undertaken as part of a holistic sub-regional review and there is not currently any evidence of a requirement for such a review to take place.

**We will work together to:**

- **conserve and enhance natural habitats, ecological networks and landscapes of importance; and**
- **develop a strategic network of green and blue infrastructure across the sub-region.**

## **5.0 GOVERNANCE**

- 5.1 The Duty to Co-operate requires that councils engage constructively, actively and on an ongoing basis. There is therefore a need to establish governance arrangements and protocols to ensure that the requirements of the Duty to Co-operate are met and that the FCAs can demonstrate at examination of their Local Plans that appropriate and

constructive co-operation has taken place to ensure sustainable outcomes to strategic planning issues.

5.2 Governance arrangements under this MOU will comprise:

A Joint Member and Officer Advisory Steering Group to oversee the work under the Duty to Co-operate. The Terms of Reference for the Group are as follows:

- a) **To facilitate the Fylde Coast Authorities in meeting their Duty to Cooperate by discussing matters of common interest in relation to strategic planning on the Fylde Coast as a whole and to make recommendations to each Local Planning Authority and the County Council as necessary;**
- b) **To review as necessary and keep up to date the Memorandum of Understanding between the Fylde Coast Authorities;**
- c) **To collaborate on the development of planning, economic development and transport policy where appropriate to achieve consistency of approach**
- d) **To commission joint studies relating to strategic matters and the development of planning policy in each individual Local Authority and ensure that the evidence base remains up to date;**
- e) **To discuss and resolve as far as is possible cross boundary issues to make recommendations to each individual authority and the County Council as necessary;**
- f) **To keep each Local Planning Authority and the County Council informed on the development and review of planning, economic and transport policy in each individual Authority area;**

5.3 The group will be chaired on a rotational basis by a Member of one of the four authorities. The Council Leaders and Chief Executives will have the remit to appoint up to two appropriate representative to act on their behalf as necessary. All meetings will be minuted to provide an ongoing evidence of co-operation.

5.4 An Officer Working Group will provide support to all joint working arrangements as appropriate to ensure constructive engagement, good communications and transparency, seeking innovative sustainable solutions to strategic issues

# **DUTY TO CO-OPERATE**

## **MEMORANDUM OF UNDERSTANDING**

### **BETWEEN**

**BLACKPOOL COUNCIL,**

**LANCASHIRE COUNTY COUNCIL,**

**FYLDE BOROUGH COUNCIL AND**

**WYRE BOROUGH COUNCIL**

**April 2015**

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## 1.0 PURPOSE OF THE MEMORANDUM OF UNDERSTANDING

1.1 This Memorandum of Understanding (MOU) updates the first MOU dated August 2013 between Blackpool Council, Fylde ~~Borough~~ Council, Wyre Council (to be referred to as the Fylde Coast Authorities (FCAs) for the purpose of this MOU) and Lancashire County Council (LCC). ~~It~~

1.2 This update refreshes the evidence base; the strategic issues, in particular with reference to housing and transport matters; the governance arrangements; and also includes some minor textual changes to improve clarity.

~~1.1.3~~ 1.3 The MOU provides for those strategic planning issues which require cross boundary co-operation and collaboration to ensure the requirements of the Government's 'Duty to Cooperate' are met and that the local ~~plans~~ of the ~~FCA's~~ FCAs are sustainable, deliverable and found 'sound' at examination. It formalises the ongoing dialogue and ~~cooperation~~ ~~co-operation~~ that currently exists between the four authorities.

~~1.2.1.4~~ 1.4 The MOU will also guide the approach that the FCAs and LCC take with respect to responding to strategic planning applications and nationally significant infrastructure projects.

~~1.3.1.5~~ 1.5 The following sections of the MOU provide:

- Context on the Government's requirement regarding the Duty to Cooperate;
- Background on the Fylde Coast Peninsula and its geographical and economic characteristics;
- Cross Boundary Issues - highlighting strategic areas of agreement, including existing ~~cooperation~~ ~~co-operation~~ and collaboration between the FCAs and LCC and areas for continued and future ~~cooperation~~ ~~co-operation~~, to fulfil the Duty to ~~Cooperate~~ ~~Co-operate~~;
- Governance arrangements.

## 2.0 ~~2.0~~ CONTEXT

~~2.1~~ The Government has made some significant changes to the planning system that will affect the responsibilities of all local planning authorities. The intention of the changes is to make the planning system one that better supports sustainable economic growth and jobs;

~~underpinned with the principles of localism, with less 'top-down' prescription and more 'bottom up' involvement.~~

~~2.2 The changes were introduced through the Localism Act which received Royal Assent on 15 November 2011. A key provision of the Act is the abolition of Regional Spatial Strategies, the consequences of which means that local authorities will be responsible for their own strategic planning. The North West Regional Strategy was revoked on 20 May 2013.~~

2.1 ~~2.3 With the revocation of Regional Spatial Strategies, to ensure that sensible planning for issues which extend beyond a local authority boundary still happens, the Government has introduced through the Localism Act and the National Planning Policy Framework (NPPF) a 'Duty to Cooperate'~~Co-operate' on strategic planning and cross boundary issues.

2.2 The Duty to ~~Cooperate~~Co-operate applies to all local planning authorities, County Councils and a number of other public bodies,~~in consultation with Local Nature Partnerships and Local Enterprise Partnerships in particular.~~ It requires ~~working with neighbouring authorities~~a continuous process of engagement and ~~other bodies~~cooperation on planning issues that cross administrative boundaries. This is to ensure strategic priorities ~~and includes collaborating on evidence critical to understanding the needs of across local areas and the wider economic and housing market areas.~~boundaries are properly coordinated and the process should also involve consultation with Local Enterprise Partnerships and Local Nature Partnerships.

2.3 ~~2.5 Strategic cross boundary needs should be considered in an authority's Local Plan and~~planning authorities ~~will need~~are expected to demonstrate that they have ~~successfully~~evidence of having effectively cooperated ~~with other bodies on cross boundary~~to plan for issues, with cross-boundary impacts when their plans are submitted for examination. If this is not achieved the Government has indicated that authorities run the risk of their Local Plans being found 'unsound' at Examination.

2.4 In particular, the ~~new duty~~Duty:

- relates to sustainable development or use of land that would have a significant impact on at least two local planning areas or on a planning matter that falls within the remit of a county council;
- requires that councils set out planning policies to address such issues;
- requires that councils and other bodies engage constructively, actively and on an ongoing basis to develop strategic policies in the preparation of local ~~plan~~ documents and activities that can reasonably be considered to prepare the way for such documents;
- requires councils to consider joint approaches to plan-making.

2.75 Paragraphs 178 -181 of the NPPF ~~give~~gives further guidance on ‘planning strategically across local boundaries’ and highlights the importance of joint working to meet development requirements that cannot be wholly met within a single local planning area, through either joint planning policies or informal strategies such as infrastructure and investment plans.

2.6 The NPPF requires that each local planning authority should ensure that the Local Plan and decision-making is based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area. As part of our approach to working cooperatively, the authorities will consider the best means of gathering information and intelligence on a strategic cross-boundary basis to ensure consistency of data and its interpretation and application to development planning.

### 3.0 THE FYLDE COAST PENINSULA – SUB REGIONAL FUNCTIONALITY

3.1 The Fylde Coast sub-region encompasses the area covered by the ~~Unitary Authority~~unitary authority of Blackpool Council and the two-tier area covered by Lancashire County Council and the district councils of Fylde and Wyre. The area stretches from the Ribble Estuary in the south to Morecambe Bay in the north and the Forest of Bowland moorlands in the east. The area covers 384 sq km and is home to 327,400 residents.

3.2 The Fylde Coast sub-region demonstrates a high level of self containment in terms of housing markets, travel to work patterns and economic functionality.

3.3 The Fylde Coast housing market area is broadly determined by patterns of local migration and travel to work patterns. There are strong local connections within that part of the Fylde Coast housing market area comprising Blackpool and west Fylde and Wyre. The remaining areas of Wyre relate to a wider rural housing market ~~with the A6 corridor~~ and eastern Fylde ~~relates~~relating more strongly to Preston.

3.4 The economic functionality of the Fylde Coast is apparent through the strong travel to work patterns and employment with a shared tourism and cultural offer; regionally and nationally significant advanced manufacturing (BAE Systems at Warton and nuclear processing at Westinghouse, Springfields); the Department for Work and Pensions; and a shared infrastructure including Blackpool ~~International~~Airport, coastal tramway and strategic highway and rail networks.

- 3.5 This economic coherence was reflected in the establishment of the Multi Area Agreement in April 2009 and the Blackpool, Fylde and Wyre Economic Development Company in April 2010 (rebranded the Blackpool Bay Company in 2011), to support local authority partnership working, ~~co-ordinate~~co-ordinate and drive forward shared objectives and deliver a ~~co-ordinated~~co-ordinated programme of capital investment.
- 3.6 The landscape across the sub-region is broadly similar, largely falling within the Lancashire and Amounderness Plain National Character Area (NCA), but with a portion of the North Wyre coast within the Morecambe Coast and Lune Estuary NCA. The sub-region encompasses part of the Forest of Bowland AONB.

## 4.0 CROSS BOUNDARY ISSUES

### Context

- 4.1 Paragraph 156 of the NPPF sets out strategic issues where co-operation might be appropriate including:
- the homes and jobs needed in the area;
  - the provision of retail, leisure and other commercial development;
  - the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
  - the provision of health, security, community and cultural infrastructure and other local facilities; and
  - climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape/habitats and the importance of European sites.
- 4.2 The priority given to these issues will depend on local circumstances and strategic approaches may not be required in every situation.



- 4.3 Working together on strategic planning issues is not new to the FCAs and LCC. Engagement on issues of common concern with respect to housing, employment land and transport infrastructure have been ongoing for many years.
- 4.4 Currently, the spatial planning policies of the FCAs are being reviewed through the development of ~~Local Plans~~local plans. Whilst the Duty to Co-operate proposes that neighbouring authorities should consider joint approaches to plan making, the authorities have decided to develop separate Local Plans, albeit closely aligned, due to the different stages of the local plan process at which each authority finds ~~itself~~fits self and having regard to the unitary status of Blackpool Council.
- 4.5 To undertake a joint ~~Local Plan~~local plan would further delay the adoption of an up to date plan for each authority. The coalition government has advised local planning authorities to ensure that they get up to date local plans in place as soon as possible. Without an up to date plan, development decisions will be made on the basis of the NPPF, with the presumption being 'yes' to sustainable development unless 'any adverse impacts would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or specific policies in the Framework indicate development should be restricted'. This could result in development being approved which does not have the support of the authorities.
- 4.6 Lancashire County Council (LCC) is responsible for the delivery of ~~key~~transport infrastructure and services within Fylde and Wyre districts ~~including the delivery of~~directed by the Local Transport Plan and ~~highways infrastructure,~~Fylde Coast Highways and Transport Masterplan; as well as education and social care provision and new responsibilities relating to flood risk and health. This also involves working with Blackpool at a strategic level to ensure a ~~co-ordinated~~co-ordinated approach to infrastructure and service delivery. LCC's involvement is therefore critical in the development and delivery of the FCAs' ~~Local Plans~~local plans.
- 4.7 With respect to waste management and the provision of minerals, LCC and Blackpool Council as minerals and waste authorities, have a long standing relationship of working together in preparing ~~and~~; monitoring and reviewing the Joint Minerals and Waste Local Plan and Municipal Waste Management Strategy for Lancashire. The Local Plan is currently being reviewed and an Onshore Oil and Gas Supplementary Planning Document (SPD) is under preparation.

- 4.8 The FCAs and LCC acknowledge that addressing cross-boundary issues is essential if sustainable development is to be delivered at a local level and economic growth and social and environmental well being for the sub-region is to be achieved. Those strategic issues which are considered to need cross boundary co-operation are set out below. The 'Key Issues' which are highlighted at the end of each section are not exclusive. The Duty to ~~Coöperate~~**Co-operate** is an ongoing process, as issues and the policy approach are agreed other issues will arise which will need to be addressed. This memorandum will be reviewed and updated as appropriate in accordance with the governance arrangements set out at the end of this document.

## Housing

- 4.9 The housing offer on the Fylde Coast has an important role in supporting the sub-region's economy. The Fylde Coast housing market area (HMA) as a whole offers a wide range of housing and neighbourhoods, including some very attractive areas, but there are also some major concentrations of poor quality homes in very unattractive neighbourhoods. These neighbourhoods contribute to the underperformance of the local economy, whilst in the attractive areas it is difficult for local people on modest incomes to be able to afford to buy or rent a suitable home.
- 4.10 To achieve a more balanced housing market the FCAs have undertaken a joint approach to addressing housing issues unrestricted by local authority boundaries. This has included appointing a Fylde Coast Housing Strategy Manager in October 2007 to develop and manage the sub-regional approach to housing and inform policy development.
- 4.11 ~~Various joint~~**Joint** housing studies have been produced to inform policy development, including the need for new and affordable housing:
- the **Fylde Coast Housing Market Assessment Study 2008(December 2013) published February 2014 (including Addendums)** - to provide a robust evidence base to inform the policy approach to be adopted in the individual local plans. This study is a key document in the Local Plan evidence base and ~~is currently being reviewed to ensure it is appropriate for examination;~~ updates the previous 2008 Fylde Coast SHMA. It is accompanied by two Addendums which relate to the 2012 ONS Population and Household projections which were released in October 2014 and February 2015 respectively
  - the **Fylde Coast Housing Strategy 2009** - to provide a common understanding, vision and set of priorities for housing across the Fylde Coast housing market area to provide a

wider understanding of issues and priorities that enables public and private sector partners to develop their work in a clear strategic context.

~~4.12 The FCAs have also, through the Blackpool Fylde and Wyre Economic Development Company and in association with Lancashire County Council and the Homes and Communities Agency (HCA), produced a Local Investment Plan (LIP) to help make clear the local objectives and delivery priorities for capital investment in housing and regeneration in support of economic improvement across the Fylde Coast area over the 2011 – 2014 period.~~

~~4.134.12 In considering housing need and requirements, the FCAs also need to address the accommodation requirements of Gypsies and Travellers. A Gypsy and Traveller Accommodation Assessment was undertaken by the University of Salford, commissioned by the North West Regional Assembly on behalf of the Lancashire authorities and published in May 2007. This study was in response to obligations and requirements to resolve some of the long standing accommodation issues for members of the Gypsy and Traveller communities, Travellers and Travelling Showpeople. The Government's Planning Policy for Travellers (March 2012) sets out the broad approach to be adopted and requires all local authorities to provide for a 5 year supply of sites where a such need is identified. In response to this the FCAs jointly commissioned consultants Opinion Research Services to undertake a Gypsy and Traveller Accommodation Assessment and the findings were published in October 2014. The assessment established a need for additional sites across the Fylde Coast including 81 traveller pitches and 14 plots for Travelling Showpeople to 2031.~~

~~4.14 Recently both Fylde and Wyre Councils have come under pressure with respect to unauthorised Gypsy and Travellers encampments and importantly the NPPF now requires all local authorities to provide for a 5 year supply of sites where a need is identified. With this requirement the FCAs will need to agree the evidence base and ensure that policies contained within their respective Local Plans address the accommodation needs of Gypsies and Travellers and that the policy approach by each authority is appropriate and complementary across the sub-region.~~

**KEY ISSUES**

~~To~~**We will work together to:**

- ~~agree the reach a consensus on~~ housing provision ~~and strategy approach~~ across the Fylde Coast sub-region;
- establish a more balanced and wider housing choice in the ~~HMA, with a focus on family and affordable housing needs which will assist economic uplift in line with priorities established in the Fylde Coast Local Investment Plan;~~Housing Market Area;
- promote a strong and distinctive sustainable ~~urban extension closely integrated with the surrounding areas~~pattern of settlement growth that supports each area's needs;
- ~~reach a consensus on land on the Fylde/Blackpool boundary around Junction 4 of the M55;~~
- ~~provide for~~ the accommodation needs of Gypsy~~and~~, Traveller ~~and travelling~~ Showpeople communities across the Fylde Coast sub-region;
- ~~agree the policy approach for lands in Blackpool/Fylde comprising Marton Moss;~~
- agree complementary/joint approaches to the delivery and accessibility of affordable housing.

#### Economy – Business and Industrial Development

4.1513 There are strong links between the FCAs in terms of travel to work patterns and employment, which warrant the joint consideration of future employment development for the sub region.

4.1615 The size of the Fylde Coast economy is around £4.8bn – some 2% of the North West economy but productivity per head significantly underperforms the Lancashire and England average, reflecting the predominance of the tourism sector. However the sub-region does contain significant specialism in advanced manufacturing in Fylde - aerospace at Warton, identified in 2012 as ~~a Local~~an Enterprise Zone~~and~~, nuclear

processing at Springfields, accounting for almost half the industrial business lands in the sub-region ~~and advanced chemical manufacturing at Hillhouse, Thornton.~~

4.1716 Other strengths exist in food processing, ~~and environmental technologies and chemicals. The chemical industry, environmental.~~ Environmental technology including Global Renewables at Thornton and fish processing associated with Fleetwood docks contribute significantly to employment in Wyre. The public sector and government agencies are also substantial providers of jobs in the sub-region along with insurance providers Axa and Aegon in Fylde.

4.1817 Decline in GVA and employment has been a shared experience across the FCAs. However they recognise the need to strengthen, promote and enhance the tourism offer whilst at the same time further develop the other key sectors referred to above, with a need to persuade existing businesses in these sectors to grow and to provide the right conditions for other firms to invest.

4.1918 Crucial to this is the provision of quality development sites to support new business growth. The peripheral location of the Fylde Coast within the North West makes it critical to provide a portfolio of sustainable employment opportunities to improve economic performance. The FCAs have recognised the need to capitalise on the particular assets, strengths and opportunities of the sub region as a whole. In 2010 a Fylde Sub Region Employment Land Review was agreed by Blackpool, Fylde and Wyre which sets out the current position in terms of employment land availability. Updating this in 2012 Fylde ~~Borough~~ Council commissioned consultants to carry out an Employment Land ~~and Premises~~ Study and Wyre Council undertook an Employment Land and Commercial Leisure Study. In 2015 Wyre commissioned an update of the employment land elements of the Employment Land and Commercial Leisure Study. Blackpool Council ~~is reviewing its employment land evidence base~~ has undertaken an updated Employment Land Study which was published in 2013. ~~An additional employment land appraisal study has been~~ June 2014. Additionally BE Group were jointly commissioned in 2013 by Fylde and Blackpool ~~authorities~~ Councils to undertake an employment land appraisal study relating to land on the Fylde/Blackpool boundary around Whitehills and Junction 4 of the M55 and specific sites in ~~the south of~~ Blackpool.

4.20 ~~A Fylde Coast Economic Strategy is also being developed by the Economic Development Company to support the coordinated development of future employment across the Fylde Coast Sub Region.~~

- 4.19 The Blackpool Bay Company (BBC) has commissioned Genecon consultants to develop the Blackpool, Fylde and Wyre Local Growth Accelerator Strategy focused on delivering economic change at the sub-area level across the Fylde Coast in line with the Lancashire Enterprise Partnership Growth Plan and Strategic Economic Plan.

#### KEY ISSUES:

~~to~~ We will work together to :

- undertake joint consideration of future employment development for the sub-region in response to the strong links between the FCAs in terms of travel to work patterns and employment;

~~To work together to~~

- agree the sub-regional employment land requirement;
- ~~To work together to~~ agree the strategic priorities for land ~~around junction 4 of the M55 – Fylde/Blackpool boundary~~ use with the aim of attracting major new economic development to help strengthen the Fylde Coast economy;
- ~~To work together to~~ promote ~~the sustainable development of the following~~ solutions at key strategic sites ~~and~~ corridors:

→ Blackpool Airport corridor – Blackpool/Fylde boundary including newly designated Enterprise Zone;

→ The Enterprise Zone at BAE Systems – Warton – Fylde;

~~Land at Thornton – Cleveleys –~~

→ Hillhouse ~~International Business Park~~ – Wyre;

→ Central Business District – Blackpool Town Centre;

~~Whyndyke Farm~~

→ Junction 4 of the M55 – Fylde/Blackpool ~~boundary~~ A6 boundary;

—Retail

4.2120 Retailing is a key strategic issue over which the FCAs collaborate and in September 2007 White Young Green were commissioned by Blackpool, Fylde and Wyre authorities to carry out the first sub-regional retail study for the Fylde Coast. The study, which was published in June 2008, was undertaken to provide an in-depth analysis of the retail provision within the main centres of the Fylde Coast Sub-Region, including an assessment of the extent to which the centres were meeting the retail needs of the local population and the role of the local shopping network and the sub-regional shopping hierarchy.

4.2221 This 2008 study was ~~recently~~ updated by Roger Tym and Partners – the ‘Joint Fylde Coast Retail Study 2011’ in order to reflect significant changes since the first study. These include major new developments, in particular the extension to the Houndshell Shopping Centre in Blackpool; economic changes; forecast retail expenditure growth rates; and changes in national guidance ~~at the time~~ with respect to the publication of PPS4 (December 2009) and the test of soundness for Local Plan Documents in PPS12 (June 2008), now superseded by the NPPF.

4.2322 The 2011 study provides evidence to inform the local plans of the FCAs with respect to:

- a. the retail role of towns within the Fylde Coast and their position in the retail hierarchy;
- b. potential future development needs for each authority; and
- c. definition of the town centres within the Sub-Region which are Blackpool, Lytham, St Annes, Kirkham, Fleetwood, Cleveleys, Poulton-le-Fylde and Garstang.

4.2423 The 2011 study has been endorsed by ~~the Executives of~~ each of the FCAs to be used as appropriate evidence base on which to inform policy in their local plans.

**Key recommendations**4.24 To address over-trading issues of particular convenience stores highlighted in the ~~Fylde Coast Retail Study 2011~~ **that have strategic implications:**

- ~~that Blackpool study, Fylde and Wyre authorities pursue a strategy of increase in jointly commissioned Peter Brett Associates (formerly Roger Tym and Partners) to undertake additional work to assess the amount of comparison goods impact on future convenience expenditure that is spent in capacity in their areas. It also provided the sub-region, from a current level of 75% of total expenditure to 78% in 2021 and 80% in 2026;~~
- ~~each authorities' share of opportunity to extend the sub-regional consideration of future floorspace total reflects its current share of retained comparison goods;~~
- ~~that the role of Blackpool Town Centre as a strong sub-regional centre, should be restored thereby reducing the unsustainable level of expenditure flowing to out of centre locations within the catchment area, and to competing destinations outside the catchment area;~~
- ~~restoring Blackpool's role as a strong sub-regional centre is at the expense of out of centre locations not at the expense of other centres in the Fylde coast sub-region;~~
- ~~a presumption that there is no need to plan needs for a net gain in floorspace in out of centre locations. The FCAs should plan an additional 4 years to 2030 to accommodate the indicative levels of floorspace identified in the study on sites located within and on the edge of the identified town centres; reflect Fylde and Wyre's Local Plan periods.~~
- ~~there is no overall quantitative need for further convenience goods floorspace in the sub region for the period up to 2021.~~

#### KEY ISSUES

~~The need to~~ We will work together to:-

- reach a consensus on the retail hierarchy and roles of towns within the Fylde Coast Sub-Region;

provide evidence to effectively resist retail applications which are not in accordance with the retail hierarchy contained in the development strategies/plans of the FCAs.

▪

#### Transport

- 4.25 Developing a more sustainable and efficient transport network across the Fylde Coast is vital for our economic prosperity and our social and environmental well being. Our sub-regional transport infrastructure needs to support our economic priorities and effectively integrate with future development locations to reduce the need to travel, making it safe and easy for Fylde Coast residents to access jobs and services; for visitors to access and enjoy the tourism and cultural offer; and for business to be attracted to invest in the sub-region.



- 4.26 The transport infrastructure of the Fylde Coast comprises road, rail, tram, air and **potential** port links supported by a comprehensive network of footpaths, canal, cycle routes and bridleways.
- 4.27 At the heart of the transport network is the M55 linking Blackpool with the M6 north of Preston. This is supported by the principal road network including the key routes of the A583 (Preston - Kirkham - Blackpool), the A584 (Freckleton/Warton –Lytham St. Annes-Blackpool) ~~and~~, the A585(T) (M55 Junction 3 to Fleetwood ~~), A6 (Preston – Garstang – Lancaster), the A586 (A6 to A585) and A588 (A585 through Wyre East Rural to Lancaster)~~.
- 4.28 ~~Main~~The North Fylde line ~~rail~~ connects Blackpool North ~~via~~, Poulton-le-Fylde and Kirkham with frequent and fast services to Preston ~~and the South Fylde~~. This line ~~links Lytham St. Annes via Kirkham to Preston and Blackpool South~~. Network Rail's project to electrify the line from Blackpool north to Preston and on to Manchester has recently been electrified which will enhance rail services to London and other major UK cities and increase the potential; for modal shift to relieve the road network. ~~enhance and may see through services by using Pendolino trains by 2017~~. There are a total of twelve railway stations in the sub-region, most of which are situated on the south Fylde line which connects to Blackpool South station and the Pleasure Beach and serves Lytham and St. Annes with an hourly service to Preston.
- 4.29 The Blackpool Tramway system runs ~~for some 11 miles along the coast from Starr Gate in south Blackpool to north Fleetwood~~ ~~some 11 miles along the coast, assisting north-south movements~~ linking to Blackpool North and South stations although the interchange between the two is currently poor. The tramway has seen recent significant investment with a comprehensive upgrade completed in 2012, providing a modern accessible transport system. ~~In addition through which carried some 4.3 million passengers in the year ending October 2013~~. Through Sintropher funding, work has been undertaken to assess the development of tram services linked to the national rail network. The Blackpool North Tram ~~Extension~~ ~~scheme~~ option proposes a 700m extension from the promenade at North Pier along Talbot Road to Blackpool North rail station. The intention is to create an interchange between the tram and rail, increasing accessibility and connectivity between destinations along the Fylde Coast tramway and the national rail network.
- 4.30 ~~The Fylde Coast also benefits from the presence of an international gateway at~~Until October 2014, Blackpool ~~International~~ Airport ~~located on the Fylde/Blackpool boundary~~ ~~operating~~operated regular charter and scheduled flights throughout the UK and to various European destinations. In addition, whilst the Port of Fleetwood ceased ferry services in 2010 it maintains its capacity for ferry Roll On Roll Off (RORO) and has potential as a maintenance base for ~~the~~ off-shore ~~energy sector, including~~ wind turbines.

4.31 Whilst the transport infrastructure for the Fylde Coast could be considered as comprehensive there are major strategic challenges which need to be addressed to improve our economic competitiveness. These include:

- ~~▪ The A585(T) corridor currently suffers from severe congestion at ten junctions. At peak times 70% of all travel to work trips within the Fylde Coast are made by car. This causes serious problems of congestion and traffic noise intensity in residential areas. The problem of access and connectivity is exacerbated by growing demands of the industrial area of Thornton;~~
- The A585(T) corridor which presents a significant bottleneck at Singleton crossroads and other local problems for connectivity between the M55 and Fleetwood
- Congestion on the A585 between the M55 and Fleetwood could undermine future economic development activity of the Fleetwood -Thornton Development Corridor (to which the adopted Fleetwood-Thornton Area Action Plan, is applicable);)
- The A6 corridor and in particular junction 1 on the M55 is close to capacity which could limit future growth along the A6 corridor beyond planned growth in North Preston
- In the south access to the BAE Systems site at Warton needs to be improved to allow redundant brownfield land to be suitable -for future development. Such connectivity issues act as a barrier to communities accessing employment. In response to this the Central Lancashire Highways and Transport Masterplan proposes a Western Distributor road around Preston linked to a new Junction 2 on the M55 to accommodate significant housing development in northwest Preston and improve access to the Enterprise Zone site-
- Access to the Warton Enterprise Zone from the wider Fylde Coast can be problematic in particular from Wyre, trips taking around 50 minutes from Fleetwood to Warton outside peak holiday season and significantly longer within season. In addition public transport is also limited
- Public transport connectivity ~~within the Fylde Coast area and links outside are~~ relatively poor. ~~Rail links with limited rail connectivity~~ between some of the key urbanised areas and ~~coastal and~~ market towns of Wyre and Fylde and the wider North West ~~are poor. The~~. Heavy rail connectivity to St Annes ~~connection to Preston, for example, and south Blackpool~~ is restricted by a single track line with trains only running once every hour in both directions. The propensity of those in the South Fylde rail line catchment area to use rail is well below the national average. There is a real need to increase service frequency and reliability, meeting transport demand from Lytham St Annes and supporting regeneration in ~~south~~ Blackpool-~~South~~. In addition, a lack of suitable interchange means the tram system is currently

disconnected from the rail infrastructure. At Preston, interchange between services is made more difficult by poor platform access between main line platforms and those serving the Fylde Coast

- Blackpool ~~International~~ Airport, now designated within an Enterprise Zone is a considerable sub-regional asset and there is a need to ensure that the economic potential of this asset is realised. ~~Balfour Beatty, the major stakeholder in the airport is currently developing a new aeronautical Masterplan which will set out the growth capacity of the airport and replace the currently adopted 2007 plan. The FCAs therefore need to work closely with Balfour Beatty to ensure the Masterplan delivers an outcome that sustains the airport as a major economic asset. Currently public transport access to the Airport is relatively poor.~~ Currently public transport access to the airport is relatively poor. There is no rail station and at present no buses directly serve the site. If the airport is to truly appeal ~~as a sub-regional entity~~, there needs to be investment in transport infrastructure to the site from not only across the Fylde Coast but also from places such as Preston.

4.32 ~~The~~ Local transport planning priorities for Lancashire and Blackpool ~~Local~~ captured in the Fylde Coast Highways and Transport ~~Plans~~ Masterplan will play an important part in addressing these strategic challenges. ~~As part of the Lancashire LTP, As well as the Fylde and Wyre Highways and Transport Master Plan~~ strategic issues presented above, this will consider many of these challenges important issues of rural connectivity, bus infrastructure and coach travel and how they can be met. ~~Close coordination with the Blackpool LTP will be necessary to ensure the successful delivery of the Master Plan~~ promotion of cycling.

## KEY ISSUES:

~~Continue~~We will work together to support:

- identify and carry forward a programme of cost effective viable improvements ~~to~~ along the A585(~~T~~), working with the Highways Agency to remove the last remaining pinch-points along the route;
- consider the need for and the means to provide new direct, high standard road links between the M55 motorway north to Norcross and south to St. Annes to relieve ~~short to medium term~~ road congestion ~~along that route and within the Blackpool urban area and~~ improve ~~the transport of freight~~ connectivity to potential areas of growth and development;

~~Continue to safeguard land for the M55 to Norcross Link to relieve longer term road congestion.~~

- to identify and deliver necessary improvements along the A6 corridor to support new growth and development;

support

- ~~Support~~ the sustainable development of Blackpool Airport ~~as an economic priority for the Fylde Coast sub-region~~ including working to explore the potential to develop commercial aeronautical activity and improvements to surface access by public transport-;
- ~~Support~~~~Continue to support~~ improvements to Preston Station ~~and improved accessibility to the Fylde Coast towns.~~
- ~~Continue to safeguard the Poulton to Fleetwood, Blackpool North and other stations and~~ maximise the opportunities presented by rail ~~line to support the Fleetwood Thornton Development Corridor and the Port of Fleetwood.~~ electrification and HS2 for rail travel and commuting;

Support

- support further improvements to ~~the~~ and better integration of the sub-regions train and tram ~~network~~networks to assist north-south movements along the coast from Fleetwood to Starr Gate; ~~to support links to Talbot Gateway and Blackpool International Airport; and to integrate the tramway with other modes of transport including the South Fylde rail link, and south to Lytham and St. Annes;~~

~~To continue to support the M55 to Heyhouses~~

- ~~Consider the opportunities presented by significant new road link.~~
- ~~Support proposals~~infrastructure in the Central Lancashire ~~Highways and Transport Masterplan that will have a material benefit~~, including the prospect for ~~the Fylde Coast;~~ a new road crossing of the River Ribble;

Seek

- **seek** a common approach to parking standards across the sub-region.

## Surface Water Drainage and Waste Water

- 4.33 Water infrastructure capacity is a key cross boundary issue which will directly affect the delivery of built development across the Fylde Coast. The main issues relate to surface water drainage; the capacity of the existing sewage network and the need to ensure that proposals for new development have no adverse effect on the bathing water quality along the Fylde Coast. This is a vital issue as the quality of our beaches and bathing water underpins our tourism offer and our future economic prosperity.
- 4.34 Recent studies have been undertaken to inform the evidence base including the Central Lancashire and Blackpool Outline Water Cycle Study completed in April 2011. Whilst this study covers those authorities in Central Lancashire and Blackpool which were included in the Growth Point area, the study provides an assessment of the flood risk planning data, foul drainage, surface water management water resources and infrastructure issues including information on the wider Fylde Coast area. In addition, -as part of its role as a Lead Local Flood Authority, Blackpool ~~is currently producing~~has recently produced a Blackpool Surface Water Management Plan researching and aligning all data, information and legislation, in liaison with United Utilities and the Environment Agency

on critical capacity issues, with a focus on existing assets, identifying flood risks, mitigation measures, and with the view to developing an on-going implementation plan. ~~It includes~~This plan will include wider consideration of cross-boundary surface water infrastructure and drainage issues along the coastal belt in order to generate and develop sustainable drainage measures. Lancashire County Council ~~is~~ the Lead Flood Authority for the Fylde and Wyre area and ~~is currently producing the Lancashire Flood Risk Management strategy which will also include the Blackpool area. As part of this work the County Council is working~~works closely with ~~The FCA~~the FCA's to identify and address ~~key flood risk management issues.~~Blackpool Flood Risk Management Strategy for 2014 to 2017.

4.35 From the evidence base it is clear that the main cross boundary issues relate to network capacity issues which are contributing to surface water flooding and spills of untreated waste water into the Irish Sea, putting at risk Fylde Coast bathing waters under the new ~~Bathing Water~~bathing water legislation due to come into force in 2015.

4.36 It is therefore imperative that the FCAs and LCC agree a supportive approach to surface water and waste water management to ensure that the economic prosperity of the Fylde Coast is not compromised and that the future development requirements of the sub-region can be accommodated. This includes the approach to ad hoc development not compromising the delivery of required infrastructure improvements to address the capacity issues of the Fylde Coast.

4.37 In recognition of the issues surrounding water management ~~at~~the Fylde Peninsula Water Management Group (FPWMG) was set up in April 2011. ~~This group~~The Group is a partnership comprising the Environment Agency, United Utilities, the FCAs, Lancashire County Council and Keep Britain Tidy. The purpose of the group is to provide a sustainable and integrated approach to the management of coastal protection; water quality (including bathing waters), surface water drainage (including flooding) and development.

4.38 The Partnership established a set of guiding principles to work towards:

- Work together to develop a strong evidence base so we can prioritise what is important for the area;
- Use this evidence to demonstrate how environmental improvements can deliver real and lasting social and economic outcomes;
- Cooperate to identify and deliver innovative solutions;
- Unlock new funding streams and align investment plans to deliver real value for money;
- Develop an agreed programme of works that delivers real and lasting change.

- 4.39 The FPWMG has also produced a ten point action plan which sets out the work that is needed to deliver long term improvements to bathing water quality across the Fylde Peninsula.”

#### KEY ISSUES

We will work together to:

- To agree a common approach to surface water and waste water management, including the approach adopted to ad hoc development, to ensure the delivery of required infrastructure improvements needed to accommodate future development requirements is not compromised.

■

Natural Environment



4.3440 The Fylde Coast sub-region is characterised by a wide variety of natural environmental assets, from intertidal mudflats to the high Bowland fells, and including all of Lancashire's surviving natural sand dune systems. There is a range of overlapping wildlife designations including sites of international, National and local habitat importance. Five European sites are focussed upon two areas of Morecambe Bay (including Ramsar, Special Protection Areas and Special Area of Conservation) and the Ribble and Alt Estuaries (Ramsar and Special Protection Area). In addition, there is a candidate Special Area of Conservation offshore reaching from Blackpool to Cleveleys (Shell Flat and Lune Deep). These designations which seek to conserve natural habitats and/or species, important wetlands and birds. The. Six designated sites of international importance (including Ramsar, Special Protection Areas (SPA) and Special Areas of Conservation (SAC)) fringe the coastline. There are ten nationally designated Sites of Special Scientific Interest (SSSIs) which include Morecambe Bay, the Ribble Estuary, River Wyre and part of the Forest of Bowland Area of Outstanding Natural Beauty. Offshore there is a Marine SAC (Liverpool Bay) and Marine SPA (Shell Flat and Lune Deep) and a Nationally important Marine Conservation Zone (Fylde). There are also 111 locally important Biological Heritage Sites (BHSs), five Local Geo-diversity Sites and pockets of ancient woodland. Part of the Forest of Bowland Area of Outstanding Natural Beauty lies within the sub region.

4.41 The sub-region is covered by two Local nature partnerships: Morecambe Bay LNP and Lancashire LNP. In addition, the Morecambe Bay Nature Improvement Area (NIA) was one of twelve designated in 2012, with the aim of improving the landscape for nature, the community and visitors. There are also proposals for the designation of two Marine Conservation Areas covering the Wyre-Lune and Fylde Offshore areas.

~~4.35 The sub-region is also characterised by relatively small but strategically important areas of Green Belt between i) Fleetwood, Thornton and Cleveleys ii) Thornton, Cleveleys, Poulton-le-Fylde and Blackpool iii) Blackpool and St Annes and iv) Lytham and Warton. Any substantial strategic changes to Green Belt boundaries would need to be undertaken as part of a holistic sub-regional review and there is not currently any evidence of a requirement for such a review to take place.~~

4.3642 A core planning principle of the National Planning Policy Framework (NPPF) relates to conserving and enhancing the natural environment. This should be considered at a strategic level as landscape-scale networks of biodiversity and green infrastructure cross administrative boundaries and development in one area can have a potential effect upon natural assets in another. Green infrastructure is defined by Natural England as a strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features. An ecological network for Lancashire, including the whole of the sub region, has been identified on behalf of the Lancashire LNP and made available through LERN. LERN, which is hosted by the County Council, supports the environmental information and intelligence needs of public,

private and third sector organisations operating in Lancashire, as well as members of the public. Access to LERN data and services is covered by a separate MoA.

~~4.37 Under Article 6 of 43 To determine the Habitats Directive environmental impact and Regulation 61 of the Habitats Regulations an assessment is required where a plan or project may give rise to~~

~~significant effects upon a effect on European designated site as outlined above. This will include each authority's Local Plan, as well as Local Transport Plans, the plans and projects of infrastructure providers and planning applications such as for sea defences or renewable energy. There are several stages in a Habitats sites, the Strategic Environmental Assessment with initial scoping followed by Appropriate Assessment, where the project or plan would have a significant effect. Assessment requires the effects (SEA) Directive 2001/42/EC and the Habitats Directive respectively require assessments of plans and projects of neighbouring authorities to be considered, so requiring co-ordination and sharing of information at the Fylde Coast sub-regional level.~~

4.44 The sub-region is also characterised by relatively small but strategically important areas of Green Belt between i) Fleetwood, Thornton and Cleveleys ii) Thornton, Cleveleys, Poulton-le-Fylde and Blackpool iii) South Blackpool and St Anne's, iv) Lytham and Warton, v) Freckleton and Kirkham and vi) Staining and Blackpool / Poulton-le-Fylde. Any substantial strategic changes to Green Belt boundaries would need to be undertaken as part of a holistic sub-regional review and there is not currently any evidence of a requirement for such a review to take place.

#### **KEY ISSUES**

##### **To work together to:**

- ~~• conserve and enhance natural habitats, biodiversity and landscapes of importance; and~~
- ~~• develop a strategic network of green infrastructure.~~

**We will work together to:**

- **conserve and enhance natural habitats, ecological networks and landscapes of importance; and**
- **develop a strategic network of green and blue infrastructure across the sub-region.**

## **5.0 GOVERNANCE**

- 5.1 The Duty to Co-operate requires that councils engage constructively, actively and on an ongoing basis. There is therefore a need to establish governance arrangements and protocols to ensure that the requirements of the Duty to Co-operate are met and that the FCAs can demonstrate at examination of their Local Plans that appropriate and constructive co-operation has taken place to ensure sustainable outcomes to strategic planning issues.

~~5.2 It is initially proposed that:~~

- 5.2 ~~a~~ Governance arrangements under this MOU will comprise:

A Joint Member and Officer ~~Advisory~~ Steering Group ~~is established~~ to oversee the work under the Duty to Co-operate. ~~The Terms of Reference for the Group are as follows:~~

- ~~a) To facilitate the Fylde Coast Authorities in meeting their Duty to Cooperate by discussing matters of common interest in relation to strategic planning on the Fylde Coast as a whole and to make recommendations to each Local Planning Authority and the County Council as necessary;~~
- ~~b) To review as necessary and keep up to date the Memorandum of Understanding between the Fylde Coast Authorities;~~

- c) To collaborate on the development of planning, economic development and transport policy where appropriate to achieve consistency of approach
- d) To commission joint studies relating to strategic matters and the development of planning policy in each individual Local Authority and ensure that the evidence base remains up to date;
- e) To discuss and resolve as far as is possible cross boundary issues to make recommendations to each individual authority and the County Council as necessary;
- f) To keep each Local Planning Authority and the County Council informed on the development and review of planning, economic and transport policy in each individual Authority area;

5.3 The group will be chaired on a rotational basis by a ~~member~~Member of one of the four authorities. The Council Leaders and Chief Executives will have the remit to appoint ~~an~~up to two appropriate representative to act on their behalf as necessary. ~~A key remit of the group~~ All meetings will be ~~to resolve difficult and sensitive issues, reaching common understandings;~~ minuted to provide an ongoing evidence of co-operation.

~~an~~5.4 An Officer Working Group will provide support to all joint working arrangements as appropriate ~~and on request.~~

~~Governance meetings as detailed above will take place as and when required. All meetings will be minuted to provide on going evidence of co-operation;~~

~~Under the Duty to Co-operate the FCAs and LCC will commit to~~ ensure constructive engagement, good communications and transparency, seeking innovative sustainable solutions to strategic issues ~~to ensure the environmental, social and economic prosperity of the Fylde Coast sub-region;~~

~~Where appropriate and necessary a joint evidence base will be developed to inform the policy development on strategic issues.~~

# DECISION ITEM



REPORT OF	MEETING	DATE	ITEM NO
DEVELOPMENT SERVICES DIRECTORATE	DEVELOPMENT MANAGEMENT COMMITTEE	20 JANUARY 2016	5

## APPOINTMENT TO OUTSIDE BODIES/WORKING GROUPS

### PUBLIC ITEM

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

### SUMMARY

Where appropriate, Council has asked that the programme committees make nominations/appointments from within their respective memberships for working groups that are tasked with assisting in the delivery of particular projects that relate to the Development Management Committee matters.

### RECOMMENDATION

The committee is invited to recommend nomination(s) to the working party, to be known as the Project Board in the delivery of the local listing of heritage assets, which is a specific project contained within the Council's adopted Built Heritage Strategy, 2015.

### CORPORATE PRIORITIES

To Promote the Enhancement of The Natural & Built Environment ( <b>Place</b> )	√	To Encourage Cohesive Communities ( <b>People</b> )	
To Promote a Thriving Economy ( <b>Prosperity</b> )	√	To Meet Expectations of our Customers ( <b>Performance</b> )	√

### SUMMARY OF PREVIOUS DECISIONS

A report has been considered by Council on 20th May 2015 which seeks recommendations from individual programme committees as to nominations for representation.

## REPORT

1. The Council makes a number of appointments to outside bodies and 'internal working groups' in each municipal year. A report was considered at the last AGM, which is in line with the process undertaken each year. Council resolved '*That this matter stands referred to the next council meeting to allow the various programme committees the opportunity to recommend appointments from within their respective memberships for those outside bodies relating to the brief of their committee*'. In the case of the appointment of individual members to 'working groups', largely operated to deliver Council projects, the decision to appoint individual members rests with the appropriate parent committee. In this case, therefore, The Development Management Committee has the authority to appoint members to the working group in line with its terms of reference, approved in June 2015.
2. Development Management Committee is asked to nominate members, no less than two but no greater than three (including a possible substitute), to participate in the undertaking of a project, contained within the Built Heritage Strategy (Theme 1: Conserving the Built Heritage – Project 2). This relates to assessing the scope for the compilation of local lists of buildings and other assets. The initiative has been partly assisted by the provision of support funding from the Lytham St Anne's Civic Society. As such, the project will commence within this area but will be rolled out across the Borough in due course. The initial background work to establish a methodology for this work will, of course, be beneficial for the Borough as a whole.
3. The issue of potentially locally listing buildings or other assets will be undertaken in line with a process and protocol that is now to be developed. This will be based around that suggested by Historic England (tailored to meet local circumstances.) In undertaking the project, technical expertise will be required but equally, it is considered that member involvement would be to the advantage of developing the project. The purpose of the Project Board is to ensure that the processes, protocols and criteria for the potential selection of buildings is transparent, impartial, and objective and that checks and balances are put in place. Member involvement will assist in this process and their inclusion will effectively be on behalf of the Development Management Committee. It will also be an effective way of making relatively simple amendments to the process as the project proceeds.
4. It should be emphasised that apart from managing the technical procedures, the Project Board will not have any powers of decision making, rather one of making recommendations to the Development Management Committee. It is considered that the Board should comprise of Development Committee Members, professional officers – Fylde Council- (maximum of 2) and a representative of the Civic Society.
5. It is important that the members nominated to represent the Council on working groups have an appropriate interest in the body/partnership/subject, can commit to positively represent the Council/Committee and be available to commit the time to attend the majority of the meetings involved. It is envisaged that the Project Board will meet as necessary as a way of discussing issues and monitoring progress. It should not be particularly onerous in respect of the frequency of meetings.
6. The current protocol is that members are required to produce regular reports about the working group on which they serve, currently every six months. It is the intention that this information and progress of this initiative will be made available to the programme committee members on a regular basis. Officers will assist and support this process.

Development Management Committee – working group			
Outside body / partnerships	Role/Purpose	Frequency of meetings	Previous representation
Local Listings Project Board	To establish a process and protocol, to be applied to compiling a local list of heritage assets including buildings. To undertake research in this regard and to make recommendations to Development Management Committee in respect of the potential for local listing and related conservation issues.	When required	N/a

IMPLICATIONS	
Finance	There are no direct implications to The Council
Legal	There are no implications
Community Safety	There are no implications
Human Rights and Equalities	There are no implications
Sustainability and Environmental Impact	There are no implications
Health & Safety and Risk Management	There are no implications

LEAD AUTHOR	TEL	DATE	DOC ID
Paul Drinnan	01253 658434	5 January 2016	

LIST OF BACKGROUND PAPERS		
Name of document	Date	Where available for inspection
Report to Council	20 <sup>th</sup> May 2015	<a href="#">Council web site</a>

# DECISION ITEM



REPORT OF	MEETING	DATE	ITEM NO
MANAGEMENT TEAM	DEVELOPMENT MANAGEMENT COMMITTEE	20 JANUARY 2016	6

## BUDGET SETTING – FEES AND CHARGES 2016/17

### PUBLIC ITEM

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

#### SUMMARY

Each year, as part of the budget-setting process, the schedule of fees and charges for the coming year (for each of the services that the Council provides) is reviewed by budget-holders prior to that schedule being considered by the relevant Programme Committee and finally being approved at the March Budget Council meeting.

Under the revised governance arrangements each Programme Committee is required to recommend to the Council for approval a schedule of fees and charges for those activities within the remit of the Committee.

This report requests that Members consider the proposed schedule of fees and charges for those services within the remit of this committee as detailed at Appendix A to this report and provide a recommendation to Council in this regard.

Note: A full schedule of proposed fees and charges for all Council services for 2016/17 is accessible at the link below:

<http://www.fylde.gov.uk/council/finance/fees-charges/>

#### RECOMMENDATION

**The Committee is requested to consider the schedule of fees and charges for those activities within the remit of this committee as detailed in Appendix A to this report and:**

1. To recommend to Council a proposed schedule of fees and charges applicable for 2016/17; and
2. To note that the final fees and charges for 2016/17 will be approved by the Budget Council in March 2016.



<b>CORPORATE PRIORITIES</b>			
To Promote the Enhancement of The Natural & Built Environment ( <b>Place</b> )		To Encourage Cohesive Communities ( <b>People</b> )	
To Promote a Thriving Economy ( <b>Prosperity</b> )	√	To Meet Expectations of our Customers ( <b>Performance</b> )	√

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

The proposed fees and charges for services that are within the terms of reference of each programme committee are recommended to Council for approval as part of the annual budget-setting process. There have been no previous decisions in respect of these fees and charges for 2016/17.

#### **REPORT**

1. Each year, as part of the budget-setting process for the coming financial year, budget-holders are required to review the fees and charges that the Council applies to the range of services which it delivers.
2. There are different considerations for assessing changes to the level of fees and charges depending upon the nature of the service. This is explained below:
  - For certain activities, for example some environmental health-related activities, fee levels are set by statute at a prescribed level. In respect of these types of activity the review of fees and charges is restricted to ensuring that the correct amount is approved by Council and is correctly applied for the forthcoming year;
  - For other types of charges in respect of services for which the Council has statutory responsibilities (for example in relation to licensing matters) fee levels must be set at an appropriate level such that only eligible costs are recovered. In respect of these types of activity the review of fees and charges comprises a review of costs and the adjustment of fees where necessary to avoid the under or over-recovery of costs. Where only minor discrepancies are found between costs and fee levels the charges may be left unchanged until the next review to avoid the costs associated with more regular leaflet re-printing etc.; and
  - For other activities which are not set by statute and for which the Council is not acting under statutory powers (e.g. games site fees) fee levels may be set at levels that are determined by the Council itself. In respect of these types of activity the review of fees and charges comprises a review of costs, a review of the fee levels of competitor providers and after a consideration of the likely effect on demand for the services and the total income that would be received at different fee levels.
3. Fee levels for all services have been reviewed according to the differing criteria as described above and the Programme Committee is invited to consider and provide comments as appropriate.
4. The role of the Council's Programme Committees in providing a recommendation to Council of a schedule of fees and charges for services within the remit of that committee is a key

part of the budget-setting process for the coming year. The final schedule of fees and Charges for all Council services will be considered by the Budget Council in March.

IMPLICATIONS	
Finance	The recommendation to Council of a schedule of proposed fees and charges for services within the remit of each Programme Committee is a key part of the budget-setting process for the coming year. This report requests that Members consider the schedule of fees and charges as detailed at Appendix A and provide a recommendation to Council as appropriate. Any financial implications from proposed changes to fees and charges will be quantified and reflected in the financial forecast contained in the final Medium Term Financial Strategy report to be considered by Budget Council in March 2016.
Legal	None arising directly from this report
Community Safety	None arising directly from this report
Human Rights and Equalities	None arising directly from this report
Sustainability and Environmental Impact	None arising directly from this report
Health & Safety and Risk Management	None arising directly from this report

LEAD AUTHOR	TEL	DATE	DOC ID
Management Team		December 2016	

LIST OF BACKGROUND PAPERS		
Name of Document	Date	Where available for inspection
Fees and Charges	December 2016	<a href="http://www.fylde.gov.uk">www.fylde.gov.uk</a>

#### Attached documents

Appendix A – Fees and Charges Schedule – Development Management Committee

DEVELOPMENT MANAGEMENT COMMITTEE	VAT Code	Unit Of Charge	Variable Charge Discretionary (D) Prescribed (P)	Approved 2015/16 Fees & Charges £	DRAFT 2016/17 Fees & Charges £
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<b><u>Planning</u></b>					
<b>Pre-application Advice:</b>					
Householder Development Inquiry	a	Per Inquiry	D	25.00	25.00
Major Pre-application enquiry – Initial meeting	a	Per Enquiry	D	300.00	300.00
Major Pre-application enquiry – Follow up meeting	a	Per Meeting	D	150.00	150.00
Significant Major Pre-application enquiry – Initial meeting	a	Per Enquiry	D	500.00	500.00
Significant Major Pre-application enquiry – Follow up meeting	a	Per Meeting	D	250.00	250.00
<b>Printing Charges:</b>					
<b>A4 Documents including Decision Notes, Completion Certificates and Plans:</b>					
Up to 14 Copies	N/A	Up to 14 Copies	D	No Charge	No Charge
15 Copies	a	15 Copies	D	2.00	2.00
Further copies	a	Per Copy	D	15p	15p
<b>A3 Documents including Plans:</b>					
Up to 7 Copies	N/A	Up to 7 Copies	D	No Charge	No Charge
8 Copies	a	8 Copies	D	2.00	2.00
Further Copies	a	Per Copy	D	25p	25p
<b>A combination of the above shall be treated on the basis of 10p per copy for A4 and 20p per copy for A3. When the trigger of £1.50 is reached in any combination charging should commence.</b>					

**VAT Codes:**

a = Standard Rate   c = Exempt   d = Outside Scope   e = Zero Rated

# DRAFT - Fees and Charges Schedule for 2016/17

# Appendix A

DEVELOPMENT MANAGEMENT COMMITTEE	VAT Code	Unit Of Charge	Variable Charge Discretionary (D) Prescribed (P)	Approved 2015/16 Fees & Charges £	DRAFT 2016/17 Fees & Charges £
<b>A2 Plans:</b>					
1 <sup>st</sup> Copy	a	1 <sup>st</sup> Copy	D	4.30	4.30
Additional Copies	a	Per Additional Copy	D	3.00	3.00
<b>A1 Plans:</b>					
1 <sup>st</sup> Copy	a	1 <sup>st</sup> Copy	D	8.50	8.50
Additional Copies	a	Per Additional Copy	D	5.75	5.75
<b>Publications:</b>					
Fylde Borough Local Plan to 2032 Revised Preferred Option	e	Per document	D	-	50.00
Fylde Borough Local Plan As Altered 2005	e	Per document	D	46.00	46.00
Postage	c	Per document		0.50	0.50
Housing Land Availability	e	Per document	D	15.50	15.50
Postage	c	Per document		1.00	1.00
2002 Housing Needs Survey	e	Per document	D	51.00	51.00
Postage	c	Per document		3.00	3.00
Interim Housing Policy	e	Per document	D	25.50	-
Postage	c	Per document		0.50	-
House Extending Your Home	e	Per document	D	30.00	30.00
Postage	c	Per document		0.50	0.50
Strategic Housing Land Availability Assessment	e	Per document	D	3.30	3.30
Postage	c	Per document		0.50	0.50

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**DRAFT - Fees and Charges Schedule for 2016/17****Appendix A**

DEVELOPMENT MANAGEMENT COMMITTEE	VAT Code	Unit Of Charge	Variable Charge Discretionary (D) Prescribed (P)	<u>Approved</u> 2015/16 Fees & Charges £	<b>DRAFT</b> 2016/17 <b>Fees &amp; Charges £</b>
Land at Wesham Hospital	e	Per document	D	<b>2.20</b>	<b>2.20</b>
Postage	c	Per document		<b>0.50</b>	<b>0.50</b>
Land at Queensway	e	Per document	D	<b>2.20</b>	<b>2.20</b>
Postage	c	Per document		<b>0.50</b>	<b>0.50</b>
Queen Mary School	e	Per document	D	<b>5.50</b>	<b>5.50</b>
Postage	e	Per document		<b>0.50</b>	<b>0.50</b>
Windows Doors and Architectural Joinery	e	Per document	D	<b>5.50</b>	<b>5.50</b>
Postage	c	Per document		<b>0.50</b>	<b>0.50</b>
Wimbourne Stables	e	Per document	D	<b>2.20</b>	<b>2.20</b>
Postage	c	Per document		<b>0.50</b>	<b>0.50</b>
Policy for Shop Front Design Guide	e	Per document	D	<b>3.30</b>	<b>3.30</b>
Postage	c	Per document		<b>0.50</b>	<b>0.50</b>
606 Clifton Drive North (Revised Development Brief)	e	Per document	D	<b>2.20</b>	<b>2.20</b>
Postage	c	Per document		<b>0.50</b>	<b>0.50</b>
Land at Weeton Road, Wesham	e	Per document	D	<b>2.20</b>	<b>2.20</b>
Postage	c	Per document		<b>0.50</b>	<b>0.50</b>
The Conversion of Fylde's Traditional Farm Buildings	e	Per document	D	<b>3.30</b>	<b>3.30</b>
Postage	c	Per document		<b>0.50</b>	<b>0.50</b>
Any document not included in the above list will be charged at the relevant charge per page as set out above					

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# **DRAFT - Fees and Charges Schedule for 2016/17**

## **Appendix A**

DEVELOPMENT MANAGEMENT COMMITTEE	VAT Code	Unit Of Charge	Variable Charge Discretionary (D) Prescribed (P)	Approved 2015/16 Fees & Charges £	DRAFT 2016/17 Fees & Charges £
<b><u>Planning Fees</u></b>  <b>Planning fees are charged at the national rates which are established and set by the Government.</b>  <a href="http://www.fylde.gov.uk/assets/files/3475/PlanningAppFees.pdf">http://www.fylde.gov.uk/assets/files/3475/PlanningAppFees.pdf</a>					
<b><u>Building Control</u></b>  <b>Standard charge for erection or conversion of dwelling houses up to 300m2 and up to 3 storeys</b>					
1 dwelling	a	Per application	D	690.00	690.00
2 dwellings	a	Per application	D	930.00	930.00
3 dwellings	a	Per application	D	1,170.00	1,170.00
4 dwellings	a	Per application	D	1,410.00	1,410.00
5 dwellings	a	Per application	D	1,650.00	1,650.00
Erection or conversion of 6 or more dwellings or flats	a	Per application	D	Negotiated fee	Negotiated fee
Erection of dwellings or flats where the total floor area exceeds 300m2	a	Per application	D	Negotiated fee	Negotiated fee
<b>Standard charges for extensions to existing dwellings</b>					
Extension with floor area not exceeding 10m2	a	Per application	D	350.00	375.00
Extension with floor area exceeding 10m2, but not exceeding 40m2	a	Per application	D	450.00	475.00
Extension with floor area exceeding 40m2, but not exceeding 80m2	a	Per application	D	600.00	650.00
Loft conversion up to 40m2 that does not include a dormer window	a	Per application	D	350.00	375.00

### **VAT Codes:**

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DEVELOPMENT MANAGEMENT COMMITTEE	VAT Code	Unit Of Charge	Variable Charge Discretionary (D) Prescribed (P)	Approved 2015/16 Fees & Charges £	DRAFT 2016/17 Fees & Charges £
<b>Standard charges for extensions to existing dwellings continued:</b>					
Loft conversion up to 40m2 that includes a dormer window	a	Per application	D	450.00	475.00
Erection or extension of a detached or attached domestic garage not exceeding 40m2	a	Per application	D	250.00	275.00
Erection or extension of a detached or attached domestic garage or carport with floor area exceeding 40m2, but not exceeding 80m2	a	Per application	D	350.00	375.00
Conversion of domestic garage to habitable room	a	Per application	D	300.00	325.00
Notifiable electrical work carried out by a non-competent person (i.e. not Part P registered)	a	Per application	D	150.00	250.00
Reversion work from an approved inspector	a	Per application	D	Negotiated Fee	Negotiated Fee
Building work in relation to more than one building	a	Per application	D	Negotiated Fee	Negotiated Fee
Extension to a dwelling where floor area exceeds 80m2	a	Per application	D	Negotiated Fee	Negotiated Fee
Loft conversion (with or without a dormer) to a dwelling where floor area exceeds 40m2	a	Per application	D	Negotiated Fee	Negotiated Fee
Garage or carport where floor area exceeds 60m2	a	Per application	D	Negotiated Fee	Negotiated Fee
Regularisation of any work which would normally be subject to an individual charge/negotiated fee	e	Per application	D	Minimum 120%	Minimum 120%
<b>Standard charges to other works to dwellings:</b>					
Renovation of a thermal element of a single dwelling or flat	a	Per application	D	150.00	150.00
Renovation of a thermal element to more than one dwelling or flat	a	Per application	D	Negotiated Fee	Negotiated Fee
Replacement windows (multi flat or single dwelling , up to 20 windows)	a	Per application	D	100.00	100.00
Replacement of more than 20 windows	a	Per application	D	Negotiated Fee	Negotiated Fee
Internal alterations (Incl. structural) and installation of fittings other than electrical work	a	Per application	D	Negotiated Fee	Negotiated Fee

**VAT Codes:**

a = Standard Rate   c = Exempt   d = Outside Scope   e = Zero Rated

# DRAFT - Fees and Charges Schedule for 2016/17

# Appendix A

DEVELOPMENT MANAGEMENT COMMITTEE	VAT Code	Unit Of Charge	Variable Charge Discretionary (D) Prescribed (P)	Approved 2015/16 Fees & Charges £	DRAFT 2016/17 Fees & Charges £
<b>Standard charges to other works to dwellings continued</b>					
Fixed price based on cost of work:					
Up to £5,000	a	Per application	D	200.00	200.00
£5,000 to £10,000	a	Per application	D	300.00	300.00
£10,000 to £20,000	a	Per application	D	400.00	400.00
£20,000 to £30,000	a	Per application	D	500.00	500.00
£30,000 to £40,000	a	Per application	D	600.00	600.00
£41,000 to £100,000	a	Per application	D	72.00 per £10k	72.00 per £10k
£101,000 to £1,000,000	a	Per application	D	48.00 per £10k	48.00 per £10k
<b>Electrical Work</b>					
Electrical work other than a rewire	a	Per application	D	150.00	Negotiated fee
Rewire of a dwelling including new consumer unit	a	Per application	D	250.00	Negotiated fee
<b>Standard charges for work to non-domestic buildings:</b>					
<b>Extensions and new buildings (commercial)</b>					
Not Exceeding 10m2 (industrial and storage)	a	Per application	D	300.00	300.00
Not exceeding 10m2 (other use classes)	a	Per application	D	350.00	350.00
Between 10m2 and 40m2 (industrial and storage)	a	Per application	D	400.00	400.00
Between 10m2 and 40m2 (other use classes)	a	Per application	D	500.00	500.00
Exceeding 40m2	a	Per application	D	Negotiated fee	Negotiated fee

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DEVELOPMENT MANAGEMENT COMMITTEE	VAT Code	Unit Of Charge	Variable Charge Discretionary (D) Prescribed (P)	<u>Approved</u> 2015/16 Fees & Charges £	<b>DRAFT</b> 2016/17 Fees & Charges £
<b>Standard charges for work to non-domestic buildings continued</b>					
<b>All other work and alterations to non-domestic buildings</b>					
Window replacement (up to 20 windows)	a	Per application	D	150.00	150.00
Window replacement (over 20 windows)	a	Per application	D	Negotiated fee	Negotiated fee
Renovation of a thermal element (cost up to £20,000)	a	Per application	D	150.00	150.00
Renovation of a thermal element (cost over £20,000)	a	Per application	D	Negotiated fee	Negotiated fee
Alterations and works not described elsewhere, including structural, shop and office fit-out and installation of controlled fittings. Based on cost of works:					
Up to £5,000	a	Per application	D	250.00	250.00
£5,000 to £10,000	a	Per application	D	300.00	300.00
£10,000 to £20,000	a	Per application	D	360.00	360.00
£20,000 to £30,000	a	Per application	D	450.00	450.00
£30,000 to £40,000	a	Per application	D	600.00	600.00
£41,000 to £100,000	a	Per application	D	72.00 per £10k	72.00 per £10k
£101,000 to £1,000,000	a	Per application	D	48.00 per £10k	48.00 per £10k
<b>Miscellaneous Charges</b>					
Re-open an archive file	a	Per file	D	60.00	60.00
Research and retrieval of manual records (other than for search records)	a	Per file	D	36.00	36.00
Copy Decision Notices and Completion certificates	a	Per Notice	D	10.00	20.00

**VAT Codes:**

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DEVELOPMENT MANAGEMENT COMMITTEE	VAT Code	Unit Of Charge	Variable Charge Discretionary (D) Prescribed (P)	<u>Approved</u> 2015/16 Fees & Charges £	<b>DRAFT</b> <b>2016/17</b> <b>Fees &amp; Charges £</b>
<p><b>NOTES:</b></p> <ul style="list-style-type: none"> <li>1) Where a negotiated fee is indicated factors such as design brief, competency, build duration, service level agreement, number of units/dwellings and type of construction are factored in to provide the individual charge.</li> <li>2) Where works are of estimated cost value and are being carried out simultaneously as a standard charge item for extensions to an existing dwelling the fee shall be reduced by 50%.</li> <li>3) Where a person is registered disabled and the proposals are for the benefit of that person the application is exempt from charge.</li> </ul>					

**VAT Codes:**

**a** = Standard Rate    **c** = Exempt    **d** = Outside Scope    **e** = Zero Rated

# INFORMATION ITEM



REPORT OF	MEETING	DATE	ITEM NO
MANAGEMENT TEAM	DEVELOPMENT MANAGEMENT COMMITTEE	20 JANUARY 2016	7

## GENERAL FUND REVENUE BUDGET MONITORING REPORT 2015/16 - POSITION AS AT 30<sup>th</sup> NOVEMBER 2015

### PUBLIC ITEM

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

### SUMMARY OF INFORMATION

The purpose of this report is to provide an update of the Council's General Fund (GF) Revenue Budget as at 30<sup>th</sup> November 2015 and specifically for those areas under the Committee's remit.

### SOURCE OF INFORMATION

Chief Financial Officer – the report is based upon information extracted from the Council's financial ledger system for the period to November 30<sup>th</sup> 2015.

### LINK TO INFORMATION

General Fund Revenue Budget monitoring Report to 30<sup>th</sup> November 2015:

<http://www.fylde.gov.uk/council/finance/budget-monitoring/2015-16/revenue/>

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

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

### FURTHER INFORMATION

Contact: Paul O'Donoghue (Chief Financial Officer)

Tel: 01253 658566

# GENERAL FUND REVENUE BUDGET MONITORING REPORT 2015/16 –

## POSITION AS AT 30<sup>TH</sup> NOVEMBER 2015

### Summary

The purpose of this report is to provide an update on the Council's General Fund Revenue Budget as at 30<sup>th</sup> November 2015. The report includes a narrative description of the most significant variances from the profiled latest budget and details any actions required to address these. Appendix A to this report shows the value of the most significant variances (those in excess of £5k) for all of the Council services by Committee and provides a brief explanation for each variance.

### 1. Background

- 1.1 The Council operates a system of Revenue Budget Monitoring which revolves around the production of detailed monthly monitoring reports for budget holders. Significant variances from the expected budget position at the point of monitoring, both for expenditure and income, are summarised in monitoring reports which are periodically reported to each Programme Committee for information purposes. This report therefore details the findings and issues emerging from budget monitoring carried out to 30<sup>th</sup> November 2015.
- 1.2 It should be noted that work continues on improving budget profiling across the Council in order that budget profiles more accurately reflect the spending pattern of individual budgets across the financial year. This serves to enhance budget monitoring and focus attention on true variances rather than budget profiling issues. This is a continuous process with budget holders so that the improved profiling continues to refine the budget monitoring system.
- 1.3 Council approved the 2015/16 budget at its meeting on 3<sup>rd</sup> March 2015. Subsequently on 22<sup>nd</sup> June 2015 Cabinet approved the Council's outturn position for 2014/15. The impact of those approvals, including savings and growth options approved at Council and slippage from 2014/15 approved at Cabinet, are now reflected in the Council's financial ledger.

### 2. Budget Rightsizing Exercise

- 2.1 In 2011/12 The Council's Management Team committed to carrying out an annual budget rightsizing exercise to analyse underspends which have occurred over the last 3 financial years and to adjust current and future year budgets to better reflect the level of resource requirement in the context of current financial constraints. This process was undertaken during the second quarter of 2015/16. The resulting changes to budgets were reflected in the revised Financial Forecast that was presented to the Council in December 2015 and have also now been reflected in the Council's financial ledger. Therefore this report monitors expenditure and income against the updated approved budgets.

### 3. Budget Areas to Note

As would be expected, because monitoring is being undertaken as a comparison to recently revised budgets, there are only a small number of variances from that revised position to note. The main variances are described below:

#### i. Employee Costs

The budget forecast which was approved by Budget Council in March 2015 assumed reduced payroll costs as a result of 'turnover savings' (delays in the recruitment to vacant posts) of £75k per annum from 2015/16 onwards. The actual level of savings achieved in relation to direct employee costs for the current year are significantly in excess of this target and consequently the target for the current year was increased to £200k as part of the revised Financial Forecast that was presented to the Council in December 2015. As compared to this revised target the position as at November 30<sup>th</sup> is a further favourable variance of £64k. This budget will be kept under review during the remainder of the financial year.

#### ii. Sale of Sand (Sand-winning)

Income from the sale of sand has been significantly higher than the forecast amount. The income target for the current year was increased to £150k as part of the revised Financial Forecast that was presented to the Council in December 2015. As compared to this revised target the position as at November 30<sup>th</sup> is

a further favourable variance of £15k. This budget will be kept under review during the remainder of the financial year.

### **iii. Fleet (Fuel)**

Expenditure on fleet costs for the year to date shows a significant underspend on fuel as a result of lower wholesale diesel prices since July and improved driver awareness of economical driving techniques. The fleet budgets will be kept under review during the remainder of the financial year and adjustments will be made to future updates to the Financial Forecast as necessary.

### **iv. Car Parking Income**

Car park income has been higher than expected due to the favourable weather throughout most of the year to date and during the main visitor period. However with recent poorer weather conditions and the winter period approaching, income may reduce against the budgeted levels for the remainder of the financial year. The budget will be kept under review and adjustments will be made in future Financial Forecast Updates as necessary.

### **v. Crematorium Income**

During the first half of the year income from cremations was significantly higher than the budgeted level, and consequently as part of the budget right-sizing exercise the income budget for the crematorium was increased. During recent months income has not kept pace with the increased estimates. However, income is forecast to recover for the remainder of the year with a projected outturn close to the budgeted level. This budget will be kept under review during the remainder of the financial year and adjustments will be made to future updates to the Financial Forecast as necessary.

### **vi. Planning Application Fee Income**

Planning application fee income is dependent on the number and nature of applications received. A number of significant applications have been received towards the end of the last financial year and during the early part of this year which have created the current favourable variance. The budget was increased as part of the right-sizing exercise but subsequently further income in excess of the budget has been received. This budget will be kept under review during the remainder of the financial year and adjustments will be made to future updates to the Financial Forecast as necessary.

### **vii. Council Tax and Housing Benefits**

There are currently a number of significant variances on the various control accounts in respect of Council Tax and Housing Benefits, particularly Rent Allowance expenditure. However, as the majority of these are directly reimbursed from central government grant a large variance at year end is not currently anticipated and the variances have therefore been excluded from the variance analysis report. The position will be kept under review throughout the remainder of the year and a MTFS adjustment may follow.

## **5. Conclusions**

The Government have made it clear that it continues to be committed to a deficit reduction programme with the aim of significantly accelerating the reduction in the structural budget deficit of the Country. Local Government funding is therefore likely to continue to reduce as austerity measures remain in place. As a result, Management Team continue to make prudent cost-saving decisions and instructions remain in place that officers should not commit to any unnecessary expenditure and should seek to maximise efficiencies. This approach has a downward impact on costs incurred by the Council and may result in an under-spend against budget this year.

Regular budget monitoring reports such as this one are an integral part of the Council's financial monitoring framework. These will be available on the Council's website.

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

The financial risks facing the Council as set out in the Medium Term Financial Strategy presented periodically to Council still remain. Instructions issued by Management Team that budget holders are to remain prudent in order to mitigate against financial pressures are in place.

**REVENUE MONITORING 2015/16 - to November 30th 2015 (Variances in excess of £5k)**
**Appendix A**

Key to indicators:

<b>GREEN</b>	Projected Favourable Outturn Variance - requires close monitoring and may be reported in the MTFS
<b>AMBER</b>	Possible Adverse Outturn Variance - requires close monitoring and may be reported in the MTFS
<b>RED</b>	Projected Adverse Outturn Variance - requires close monitoring and may be reported in the MTFS

Service Area	Detailed Description	Full Year Budget	Budget as at Period 8	Actual & Commitments as at Period 8	Variance as at Period 8	FAVOURABLE / ADVERSE	Variance	Indicator	Budget Holder	Budget Holder Comments
		£	£	£	£		%			

**FINANCE & DEMOCRACY COMMITTEE / CORPORATE CROSS CUTTING BUDGETS**

All Council services	Employee costs including basic pay, pension, NI, and overtime, plus agency costs	7,922,303	5,262,744	5,198,719	-64,025	FAVOURABLE	-1.2%	GREEN	Corporate	The budget forecast which was approved by Budget Council in March 2015 assumed reduced payroll costs as a result of 'turnover savings' (delays in the recruitment to vacant posts) of £75,000 per annum from 2015/16 onwards. Actual savings achieved in relation to direct employee costs for the current year have been in excess of this target and consequently the savings target was increased to £200,000 for 2015/16 and £100,000 for subsequent years as part of the Financial Forecast Update presented to Council in December 2015. Any further in-year savings may be reflected in future updates to the Financial Forecast.
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**FINANCE AND DEMOCRACY COMMITTEE**

Parliamentary Elections	Parliamentary Election Costs	83,584	83,584	68,896	-14,688	FAVOURABLE	-17.6%	GREEN	Hazel McNicoll / Tracy Morrison	The costs of running the May 2015 General Election have been finalised resulting in a favourable variance.
	Parliamentary Election Funding	-83,584	-83,584	-83,584			0.0%	GREEN		

**OPERATIONAL MANAGEMENT COMMITTEE**

Fleet	Fuel Costs	336,493	224,412	183,566	-40,846	FAVOURABLE	-18.2%	GREEN	Kathy Winstanley	Favourable underspend on fuel as a result of lower wholesale diesel prices since July and improved driver awareness of economical driving techniques.
Car Parks	Car Parking Fees	-500,012	-373,972	-441,367	-67,395	FAVOURABLE	-18.0%	GREEN	Andrew Loynd/ Andrew Dickson	Income has been higher than expected due to the favourable weather throughout most of the year to date. However with recent poorer weather conditions and the winter period approaching income may fall below the projected levels for the coming months. This budget will be kept under review and adjustments will be made in future Financial Forecast Updates as necessary.

Appendix A - Cont'd

Service Area	Detailed Description	Full Year Budget	Budget as at Period 8	Actual & Commitments as at Period 8	Variance as at Period 8	FAVOURABLE / ADVERSE	Variance		Budget Holder	Budget Holder Comments
		£	£	£	£		%			

**TOURISM & LEISURE COMMITTEE**

Coast and Countryside	Sale of Sand (sandwinning)	-150,000	-95,415	-110,337	-14,922	FAVOURABLE	-15.6%	GREEN	Gary Sams/Andrew Dickson	The budget forecast which was approved by Budget Council in March 2015 assumed sandwinning income of £125,000 for 2015/16. Income during the year has been in excess of this target and consequently the income target was increased to £150,000 for 2015/16 as part of the Financial Forecast Update presented to Council in December. Any further in-year additional income may be reflected in future updates to the Financial Forecast.
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**ENVIRONMENT HEALTH & HOUSING COMMITTEE**

Homelessness	B&B	25,000	16,668	26,549	9,881	ADVERSE	59.3%	RED	Kirstine Riding	There has been an increase in demand for this service, in part resulting from revisions to legislation that now re-define those homeless persons who are entitled to access B & B accommodation through the Council. These changes have increased the overall cost of this service. This budget will be kept under review and adjustments will be made in future Financial Forecast Updates as necessary.
Cemetery & Crematorium	Interments	-180,000	-113,061	-95,969	17,092	ADVERSE	15.1%	AMBER	Alan Royston/ Darren Bell	The income forecasts for cremations was increased as part of the Financial Forecast Update presented to Council in December. In recent months income has reduced from the levels experienced earlier in the year and currently total income is below budget. However, income is forecast to recover for the remainder of the year with a projected outturn close to the budgeted level. This budget will be kept under review and adjustments will be made in future Financial Forecast updates as necessary.
	Cremations	-997,000	-627,394	-551,527	75,867	ADVERSE	12.1%	AMBER		

**DEVELOPMENT MANAGEMENT COMMITTEE**

Development Management	Planning Application Fees	-750,000	-647,017	-799,625	-152,608	FAVOURABLE	-23.6%	GREEN	Mark Evans	The Council has received a greater number of planning applications for major development than anticipated during the accounting period. This budget will be kept under review and adjustments will be made in future Financial Forecast updates as necessary.
Planning Appeals	Planning Appeal Hearing Costs	237,849	83,248	10,790	-72,458	FAVOURABLE	-87.0%	GREEN		Planning inquiry and appeal hearing costs have been minimal in the year to date. The service is aware that a number of appeals are pending that will incur costs this financial year. This budget will be kept under review and any necessary adjustments will be made in future Financial Forecast Updates.

# INFORMATION ITEM



REPORT OF	MEETING	DATE	ITEM NO
MANAGEMENT TEAM	DEVELOPMENT MANAGEMENT COMMITTEE	20 JANUARY 2016	8

## CAPITAL PROGRAMME MONITORING REPORT 2015/16 - POSITION AS AT 30<sup>th</sup> NOVEMBER 2015

### PUBLIC ITEM

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

### SUMMARY OF INFORMATION

The purpose of this report is to provide an update of the Council's approved Capital Programme as at 30<sup>th</sup> November 2015 and specifically for those schemes under the Committee's remit.

### SOURCE OF INFORMATION

Chief Financial Officer – the report is based upon information extracted from the financial ledger system for the period to 30<sup>th</sup> November 2015.

### LINK TO INFORMATION

- Capital Programme Monitoring 2015/16 as at 30<sup>th</sup> November 2015:

[www.fylde.gov.uk/council/finance/budget-monitoring/2015-16/capital](http://www.fylde.gov.uk/council/finance/budget-monitoring/2015-16/capital)

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

This information is provided to enable the committee to consider and scrutinise the latest position on the Council's approved Capital Programme for those schemes under the committee's remit.

### FURTHER INFORMATION

Contact: Paul O'Donoghue (Chief Financial Officer)

Tel: 01253 658566



## **CAPITAL PROGRAMME MONITORING REPORT 2015/16 –**

### **POSITION AS AT 30<sup>TH</sup> NOVEMBER 2015**

#### **Summary**

The purpose of this report is to provide an in-year progress update in respect of those schemes within the Capital Programme that have been approved for delivery in 2015/16, together with an update on the Council's overall Five Year Capital Programme. This report includes a narrative description of the most significant risks to the Capital Programme and details any actions required to address these. Appendix A to this report provides an update by Committee on schemes scheduled for commencement or delivery in 2015/16. Appendix B provides a summary of the latest position for the 5 year Capital Programme and Appendix C provides details of the financing of the programme.

#### **1. Background**

The Council approved the Capital Programme on 3<sup>rd</sup> March 2015. That update showed a balanced capital programme position from 2015-16 onwards. This report includes year to date expenditure and sets out the latest phasing of the programme and any additions or changes since the last current position was presented to Council in March 2015. The Programme has also been rolled forward to include the year 2019/20.

#### **2. Capital Programme Re-Phasing of Budgets**

This monitoring report sets out the latest phasing of the Programmed Schemes and any resulting revenue implications of borrowing will be reflected in future updates to the Councils Financial Forecast.

#### **3. Notes on Specific Schemes**

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

##### **(i) Accommodation Project**

The accommodation project was originally included in the capital programme on the basis that the scheme would be self-financing from capital receipts from the sale of 3 sites (St David's Road Depot, Derby Road, Wesham and the Public Offices). Actual asset sales and receipts are dependent on market conditions and cannot be predicted with certainty. St David's Road depot was sold in 2012/13, and the site at Derby Road, Wesham was sold in 2013/14. The Public Offices has been re-marketed during 2014/15 and the Accommodation Working Group have reviewed a number of further expressions of interest. Disposals of this nature where external agencies, planning decisions, external legal specialists and property developers are involved often take many months to conclude.

In August 2015 the Finance and Democracy Committee approved virements of £230k from phases 7 and 8 of the scheme to fund the phase 3 works and approved the commencement of the phase 3 works during 2015/16. The report also noted that the cost limiting approach to providing satisfactory accommodation will not be possible from within the funding realised from the sale of surplus assets. Subsequently in December 2015 Council approved the establishment of an Accommodation Project Reserve; the transfer into the Accommodation Project Reserve of £504k from favourable in-year revenue budget variances in 2015/16; and capital virements in the total sum of £310k from Phase 7 of the Accommodation Project capital scheme to fund Phases 4 and 5 of the works (£280k to be vired into Phase 4 and £30k into Phase 5). A further report will be presented to a later meeting of this Committee which will provide full details of the proposed works in relation to the next phases of the scheme, and which will request approval to enter into contractual agreements to deliver those works.

The cross-party Accommodation Working Group continues to monitor and manage this project and regular update reports on the project will continue to be provided to Members.

## **ii) Coast Protection Scheme**

The Strategic Appraisal Report for the Fylde Shoreline Strategy was approved by the Environment Agency's Large Project Review Group (LRPG) in January 2014 and included the replacement of sea defences at Fairhaven and Church Scar. Following this approval further funding was released by DEFRA and Cabinet approved spend for a Coastal Headland Study Project Appraisal Report (PAR) in the sum of £175k, fully funded from DEFRA resources. This report has now been completed and was submitted for approval by the Environment Agency's LRPG on the 6th August 2015. Once the Project Appraisal Report is approved, further funding from DEFRA is then required to complete the next stage. This is the detailed, customer led design of the new sea walls and involves gaining the necessary approval for the work to progress, planning permission, Marine Management Organisation licence, environmental impact assessment and appropriate assessment with regards to the potential to disturb overwintering birds during construction. Once these approval are obtained it will unlock funding for both Fairhaven Lake and Church Scar sea defence construction schemes.

The overall cost of the Fairhaven Sea Wall is currently estimated by DEFRA to be £7.3m, and Church Scar Sea Wall to be £9.4m. The DEFRA funding spans the years 2015/16 to 2018/19. Fylde Council's contribution of £400k towards sea wall development works is fully-funded from the Capital Investment Reserve. Further updates and any future changes to the scheme will be reported to members and the Capital Programme will be updated accordingly.

## **(iii) Disabled Facilities Grants (DFGs)**

As local housing authority, the Council has a statutory duty to provide disabled adaptations within the Borough. In order to fund these works the Council receives grant support which previously was provided by the Department for Communities and Local Government (DCLG).

As part of the 2013 Spending Round review the Government established the 'Better Care Fund', with the intention of "providing an opportunity to transform local services so that people are provided with better integrated care and support". Under these new arrangements from 2015/16 onwards the funding for Disabled Facilities Grants (DFGs) transferred to the Department of Health, with funding being distributed to all Councils via the upper-tier authority for that area. As such, in Lancashire the fund will be administered by Lancashire County Council. Each upper-tier authority then allocates the funding to their respective housing authorities (i.e. district councils within their area) to enable them to continue to meet this statutory responsibility.

This Council has previously made a decision to limit DFG expenditure to the level of the funding received for this purpose. In order to monitor the level of demand upon this resource the number of applications on the various categories of waiting lists and the periods of waiting time for DFG's are closely monitored and are reported to Members as appropriate.

The Capital Programme includes annual provision for DFG's at the level of the 2015/16 grant allocation. However this is the only year for which the allocation has been confirmed and for 2016/17 onwards the figures in the programme are estimates and will only be confirmed in the year they are due. For as long as DFG works remains a statutory obligation the grant is unlikely to be withdrawn by the Government but could be reduced.

Any future reduction in DFG income received by the Council will have a direct impact on the level of works that can be undertaken. There is also a direct revenue implication on DFG fees which would also have to be adjusted.

## **(iv) Project Slippage**

Areas of slippage must be addressed in future years to ensure that no loss of external grant is imposed due to conditions associated within specified timescales.

## **(v) Other Capital Receipts**

The approved programme for 2016/17 onwards assumes "Right to Buy" receipts of £25k per annum and "General Asset Sales" of £45k per annum. Future receipts are dependent on prevailing market conditions and values cannot be predicted with certainty. This will be monitored and reviewed during the year and adjusted accordingly in future monitoring reports, along with the impact this may have on the financing of the programme.

#### **(vi) Capital Investment in St. Annes Pool**

As part of the arrangement with the YMCA for the operation of the pool, the Council undertook to provide Capital support in the event of major works, repair or breakdown and a provision of £153k was included in the programme for this eventuality. There is now a remaining capital resource of £93k in 2015/16. There is a risk that this remaining resource is insufficient to meet future capital expenditure needs for the facility.

#### **4 Conclusions**

- 4.1 As set out in Appendix A, actual expenditure to 30<sup>th</sup> November 2015 is £1.673m against a revised full year budget of £4.396m. This equates to 38.1% of the latest budget. The expenditure on a number of schemes is phased later during the financial year.
- 4.2 The current Capital Programme as updated is showing a balanced position for 2015/16 onward. There are a number of priority areas beginning to emerge across the Council's property asset portfolio that will require further investment. The Capital Programme and the associated financing will be subject to discussion with Members during the months in the lead up to the annual budget setting process for 2016/17.
- 4.3 Any additional expenditure which is not fully funded by external finance would normally require the generation of capital receipts or further borrowing (the latter placing further pressure on the Revenue Budget from the consequent repayment costs). However Budget Council on 4<sup>th</sup> March 2013 approved the creation of a Capital Investment Reserve to finance future capital expenditure. The balance of this reserve at 31<sup>st</sup> March 2015 was £2.720m after an additional contribution at outturn for 2014/15 of £247k. Commitments to date of £2.379m leave a current uncommitted balance on the reserve of £341k. It is anticipated that this reserve would offer the preferred source of finance for any further additions to the Capital Programme in future years.

**CAPITAL PROGRAMME - 2015/16 IN-YEAR SCHEME MONITORING REPORT - AS AT 30/11/15**

**Appendix A**

	APPROVED SCHEMES	Financing Source	Approved Budget 2015/16 £000	Slippage B/F from 2014/15 £000	Adjustments from 03/03/15 £000	Updated Budget 2015/16 £000	Expenditure to 30/11/15 £000	Variance £000	Comments
	<b><u>FINANCE &amp; DEMOCRACY COMMITTEE</u></b>								
Z120	Accommodation Project - Phase 3 - East Wing Inc. Lift	Proceeds from the sale of surplus Council Assets, and the Accommodation Project Reserve	315	2	230	547	133	414	In August 2015 the Finance and Democracy Committee approved virements of £230k from phases 7 and 8 of the scheme to fund the phase 3 works and approved the commencement of the phase 3 works during 2015/16. Subsequently in December 2015 Council approved the establishment of an Accommodation Project Reserve; the transfer into the Accommodation Project Reserve of £504k from favourable in-year revenue budget variances in 2015/16; and capital virements in the total sum of £310k from Phase 7 of the Accommodation Project capital scheme to fund Phases 4 and 5 of the works (£280k to be vired into Phase 4 and £30k into Phase 5). A further report will be presented to a later meeting of this Committee which will provide full details of the proposed works in relation to the next phases of the scheme, and which will request approval to enter into contractual agreements to deliver those works.
Z121	Accommodation Project - Phase 4 - Chaseley Link Bridge		202		280	482		482	
Z122	Accommodation Project - Phase 5 - One Stop Shop		272		30	302		302	
Z132	Compliance with INSPIRE Directive	Specific Government Grant (INSPIRE)	0	7		7	7	0	The INSPIRE directive places a legal obligation on public authorities which hold geographical regarding the environment within their locality. The budget has been adjusted to reflect slippage approved by Committee 22nd June 2015. The scheme has now been completed within the budget.
	<b>Sub total</b>		<b>789</b>	<b>9</b>	<b>540</b>	<b>1,338</b>	<b>140</b>	<b>1,198</b>	
	<b><u>TOURISM &amp; LEISURE COMMITTEE</u></b>								
Z102	Ashton Gardens Depot	Proceeds from the sale of surplus Council Assets	61	2	-63	0		0	The budget for this scheme has been adjusted to reflect the slippage as approved by the Finance and Democracy Committee of 22nd June 2015. The scheme is currently on hold pending the disposal of the Public offices site (the works will need to be completed prior to that disposal). <b>The scheme has been re-phased into 2016/17</b> as the disposal of that site is now not expected to take place in 2015/16.
Z126	Snowdon Road Depot	Capital Investment Reserve	320			320	121	199	The works on this scheme have commenced and completion is expected during December 2015.
Z127	Hope Street Pavilion Refurbishment - Phase 2	Capital Investment Reserve/ External Donations	79		74	153	147	6	The works on this scheme have now been completed to budget. Capital Retention payment outstanding.
Z076	St Annes Pool	No external finance - funded by borrowing/general asset disposal receipts	93			93		93	This represents the balance of the maintenance scheme resource which will be retained and drawn upon when required.
Z128	St Annes Pool - External Works	Capital Investment Reserve/ Arts Council Grant	120		-120	0		0	A scheme has been proposed which will be designed in-house subject to the delivery of other priority projects. Once designed there will need to be consultation with stakeholders and then dialogue with the Arts Council over match funding. <b>This scheme will not now proceed in 2015/16 and has been re-phased into 2016/17.</b>

Appendix A (Cont'd)

	APPROVED SCHEMES	Financing Source	Approved Budget 2015/16 £000	Slippage B/F from 2014/15 £000	Adjustments from 03/03/15 £000	Updated Budget 2015/16 £000	Expenditure to 30/11/15 £000	Variance £000	Comments
	<b>TOURISM &amp; LEISURE COMMITTEE (CONT)</b>								
Z112	Fairhaven Lake & Promenade Gardens - First round	Capital Investment Reserve	20		-20	0		0	This scheme represented the match funding for the development of the Heritage Lottery Development Bid. Given that the first round bid was unsuccessful a report was presented in September 2015 to the Tourism & Leisure Committee outlining how the Fairhaven Masterplan can be delivered in the future. <b>This scheme will not now proceed in 2015/16 and has been re-phased into 2016/17.</b>
Z145	Park View Playing Field - Sand & Water Play Facility	Specific Government Grant (Coastal Communities)	272			272	261	11	The works on this scheme have now been completed to budget. Capital Retention payment outstanding.
Z146	Community Parks Improvement Programme - Frobisher Drive Play Equipment	S106 Developer Contributions	0		34	34	33	1	This scheme has now been completed with a minor underspend.
Z133	Replacement Boats Fairhaven	Capital Investment Reserve	0	55		55	19	36	The original supplier was unable to deliver to the council's specification and the contract was terminated accordingly. Some of the boat fleet has been replaced with reconditioned craft. A report was presented in September 2015 to the Tourism & Leisure Committee allocating the remaining funding to an alternative procurement option. The scheme is expected to be completed in line with the budget during 2015/16.
Z097	Promenade Footways	No external finance - funded by borrowing/general asset disposal receipts	40		-40	0		0	Funding for this scheme has been amalgamated into the Fairhaven Footways Improvements project below.
Z135	Fairhaven Footway Improvements	Capital Investment Reserve / General Asset Sale Receipts	15		40	55		55	The works in relation to this scheme has been designed and tendered. A report was presented in September 2015 to the Tourism and Leisure Committee to seeking approval to the commencement of the scheme. The scheme is expected to be completed in line with the budget during 2015/16.
Z141	Lowther Pavilion Roof	Capital Investment Reserve	8			8		8	This funding represents the resource required to undertake the preparatory works for the substantive scheme programmed for 2016/17. Surveys are underway to inform a design and specification for partial re-roof. Dialogue is also taking place with Trustees over their refurbishment requirements and further development ambitions.
Z142	Fairhaven Toddlers Play Area	Capital Investment Reserve	67			67		67	The scheme went to tender in September 2015 and a report was presented in November 2015 to the Tourism & Leisure Committee seeking approval to the commencement of the works. The scheme is expected to be completed in line with the budget during 2015/16.
Z143	Sand Dunes re-modelling at North Beach Car Park / Summerfields	Capital Investment Reserve	20			20		20	Surveys were completed in October 2015. The design works have also been commissioned. The scheme will require stakeholder engagement and the necessary approvals prior to commencement. A detailed proposal is currently being worked in consultation with Councillors and Residents. The scheme is expected to be completed in line with the budget during 2015/16.
Z144	Freckleton Memorial Park	Capital Investment Reserve	50		-50	0		0	This scheme is phased over two years. In addition to the Council's contribution a further £80k of external funding has been secured. Furthermore the outcome of two more external bid submissions in the total sum of £50k is awaited. The outcome of those bids is anticipated for December 2015. The outcome of those bid submissions will determine the extent of the scheme. <b>The scheme has been re-profiled into 2016/17 as it is now unlikely that it will be delivered in the current year.</b>
	<b>Sub total</b>		<b>1,165</b>	<b>57</b>	<b>-14</b>	<b>1,177</b>	<b>1,181</b>	<b>496</b>	

# Appendix A (Cont'd)

	APPROVED SCHEMES	Financing Source	Approved Budget 2015/16 £000	Slippage B/F from 2014/15 £000	Adjustments from 03/03/15 £000	Updated Budget 2015/16 £000	Expenditure to 30/11/15 £000	Variance £000	Comments
	<b>OPERATIONAL MANAGEMENT COMMITTEE</b>								
Z038	Replacement Vehicles	Capital Investment Reserve / Borrowing	802	24		826	428	398	The budget for this scheme has been adjusted to reflect the slippage as approved by the Finance and Democracy Committee of 22nd June 2015. All vehicle acquisitions are expected to be completed in line with the budget during 2015/16.
Z049	Car Park Improvements	No external finance - funded by borrowing/general asset disposal receipts	30			30	30	0	Eight new Pay & Display meters have been purchased and installed. The scheme has been completed to budget in 2015/16.
Z116	Fylde Headlands Preliminary Work	Specific Government Grant (Environment Agency)	70	16		86	41	45	The Project Appraisal Report has been submitted for approval by the Environment Agency Large Projects Review Group on 6th August 2015. Further work will be required later in the year to continue to meet Environment Agency requirements for schemes of this scale and nature.
Z131	Repair & Renewal - Flood Defences	Specific Government Grant (Environment Agency)	0	30	-15	15	15	0	The grant scheme has come to an end with 3 claims been approved. Any unused grant will be returned to the Environment Agency.
	<b>Sub total</b>		<b>902</b>	<b>70</b>	<b>-15</b>	<b>957</b>	<b>514</b>	<b>443</b>	
	<b>ENVIRONMENT, HEALTH &amp; HOUSING COMMITTEE</b>								
Z1010	Disabled Facilities Grants Programme	Specific Grant (Better Care Fund) / External Contributions / Grant repayments	366	52	199	617	320	297	The budget for this scheme has been adjusted to reflect the slippage as approved by the Finance and Democracy Committee of 22nd June 2015, increased grant allocation, recycled grant repayments and a further contribution of £40k from New Fylde Housing in 2015/16. The programme is expected to be completed in line with the budget during 2015/16.
Z107	Rapid Deployment CCTV Replacement Projects	Specific Grant (LSP Performance Reward Grant)	0		82	82	40	42	The budget for CCTV camera replacement is planned to be spent on the revised CCTV project as approved by Council. Any remaining monies are to be earmarked and allocated to replacement cameras as and when they are required (subject to a community impact assessment and approval by committee) as also previously agreed by Council.
Z106	Infant Memorial Garden - Phase 2	Capital Investment Reserve / NHS & Other donations	0	15		15	16	-1	This scheme has now been completed with a minor overspend.
Z113	Cemetery and Crematorium - Infrastructure Works	Capital Investment Reserve	0		6	6		6	This part of the scheme is for the initial design phase of the of the substantial burial ground extension works programmed for 2017/18. The design work is currently being undertaken.
Z108	Cemetery / Crematorium Pumping Station	Capital Investment Reserve	0	4		4	4	0	The works on this scheme have been completed. The final invoice is awaited and the total scheme cost is expected to be within the budget.
Z134	New memorial garden - Lytham Park Cemetery	Capital Investment Reserve	41			41	8	33	A new boundary fence has been installed. A report was presented to the November 2015 meeting of the Environment, Health & Housing Committee approving the location, draw down of funding and the procurement route of the various elements of the scheme. The scheme is expected to be completed to budget in 2015/16.
	<b>Sub total</b>		<b>407</b>	<b>71</b>	<b>287</b>	<b>765</b>	<b>388</b>	<b>377</b>	

Appendix A (Cont'd)

	APPROVED SCHEMES	Financing Source	Approved Budget 2015/16 £000	Slippage B/F from 2014/15 £000	Adjustments from 03/03/15 £000	Updated Budget 2015/16 £000	Expenditure to 30/11/15 £000	Variance £000	Comments
	<b>DEVELOPMENT MANAGEMENT COMMITTEE</b>								
Z136	Kirkham Regeneration Scheme - Town Centre Phase 4	Capital Investment Reserve	50			50	50	0	A report was presented to a special Development Management Committee in August 2015 that outlined the scheme and sought approval to the commencement of the works. In addition to this there will be a further £35k of revenue monies allocated to this scheme from the High Street Innovation Fund. Commencement on site started September 2015. Scheme is expected to be completed to budget in 2015/16
Z137	Woodlands Road Regeneration Scheme - Town Centre Phase 3	Capital Investment Reserve / S106 Developer Contributions	85	4		89		89	A report was presented to Development Management Committee in November 2015 approving commencement of the works. Scheme is expected to be completed to budget in 2015/16.
Z138	Public Realm Regeneration - St Annes	S106 Developer Contributions	80			80		80	The public realm scheme at Park Road has now been completed to budget in 2015/16. Awaiting final invoice.
Z138	St Annes Regeneration Schemes	S106 Developer Contributions	274		-274	0		0	This funding is earmarked for the next phase of St Annes Town Centre including St Annes Road South and The Crescent. A draft scheme will be prepared early 2016 for delivery during 2016/17. <b>Consequently this scheme has been re-phased into 2016/17.</b>
Z139	Lytham Regeneration Schemes	S106 Developer Contributions	130		-130	0		0	Section 106 monies have been received and design on the scheme will commence from April 2016 with implementation later in the financial year. <b>Scheme will be re-phased into 2016/17.</b>
Z140	Staining Regeneration Schemes	S106 Developer Contributions	40			40		40	This project is subject to ongoing discussions with Staining Parish Council. A draft scheme is to be prepared based on the outcome of those discussions.
	<b>Sub total</b>		<b>659</b>	<b>4</b>	<b>-404</b>	<b>259</b>	<b>50</b>	<b>209</b>	
	<b>Total Expenditure</b>		<b>3,922</b>	<b>211</b>	<b>263</b>	<b>4,396</b>	<b>1,673</b>	<b>2,723</b>	

**UPDATED 5 YEAR CAPITAL PROGRAMME 2015/16 TO 2019/20 - BY SCHEME**

	Updated Estimate 2015/16 £000	Estimate 2016/17 £000	Estimate 2017/18 £000	Estimate 2018/19 £000	Estimate 2019/2020 £000
<b>FINANCE &amp; DEMOCRACY COMMITTEE</b>					
Accommodation Project - Phase 3 - East Wing Inc. Lift	547				
Accommodation Project - Phase 4 - Chaseley Link Bridge	482				
Accommodation Project - Phase 5 - One Stop Shop	302				
Accommodation Project - Phase 6 - Council Chamber		179			
Accommodation Project - Phase 7 - Internal Refurb / Services		465			
Accommodation Project - Phase 8 - Car Park & External Works		0			
Compliance with INSPIRE Directive	7				
<b>Sub total</b>	<b>1,338</b>	<b>644</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOURISM &amp; LEISURE COMMITTEE</b>					
Ashton Gardens Depot	0	63			
Snowdon Road Depot	320				
Hope Street Pavillion Refurbishment - Phase 2	153				
St Annes Pool	93				
St Annes Pool - External Works	0	120			
Fairhaven Lake & Promenade Gardens - First Round	0	20			
Park View Playing Field - Sand & Water Play Facility	272				
Community Parks Improvement Programme - Frobisher Drive Play Equipment	34				
Replacement Boats Fairhaven Lake	55				
Promenade Footways	0	40	40	40	40
Fairhaven Footway Improvements	55				
Lowther Pavilion Roof	8	115			
Fairhaven Toddlers Play Area	67				
Sand Dunes re-modelling at North Beach Car Park / Summerfields	20				
Freckleton Memorial Park	0	50			
<b>Sub total</b>	<b>1,077</b>	<b>408</b>	<b>40</b>	<b>40</b>	<b>40</b>
<b>OPERATIONAL MANAGEMENT COMMITTEE</b>					
Replacement Vehicles	826	68	1,487	680	840
Car Park Improvements	30	30	30	30	30
Fylde Headlands Preliminary Work	86				
Fairhaven and Church Scar Coast Protection Scheme	0	3,600	7,300	5,600	
Repair & Renewal - Flood Defences	15				
<b>Sub total</b>	<b>957</b>	<b>3,698</b>	<b>8,817</b>	<b>6,310</b>	<b>870</b>
<b>ENVIRONMENT, HEALTH &amp; HOUSING COMMITTEE</b>					
Disabled Facilities Programme	617	468	468	468	468
Rapid Deployment CCTV Replacement Projects	82				
Infant Memorial Garden - Phase 2	15				
Cemetery and Crematorium - Infrastructure Works	6		294		
Cemetery / Crematorium Pumping Station	4				
New memorial garden - Lytham Park Cemetery	41				
<b>Sub total</b>	<b>765</b>	<b>468</b>	<b>762</b>	<b>468</b>	<b>468</b>
<b>DEVELOPMENT MANAGEMENT COMMITTEE</b>					
Kirkham Regeneration Scheme - Town Centre Phase 4	50				
Woodlands Road Regeneration Scheme - Town Centre Phase 3	89				
Public Realm Regeneration - St Annes	80				
St Annes Regeneration Schemes	0	274			
Lytham Regeneration Schemes	0	130			
Staining Regeneration Schemes	40				
<b>Sub total</b>	<b>259</b>	<b>404</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Expenditure</b>	<b>4,396</b>	<b>5,622</b>	<b>9,619</b>	<b>6,818</b>	<b>1,378</b>



**UPDATED 5 YEAR CAPITAL PROGRAMME 2015/16 TO 2019/20 - FINANCING**

	Updated Estimate 2015/16 £000	Estimate 2016/17 £000	Estimate 2017/18 £000	Estimate 2018/19 £000	Estimate 2019/2020 £000
<b>FINANCING:</b>					
Capital Receipts - General Asset Sales	45	45	45	45	45
Capital Receipts - Right to Buy Receipts	132	25	25	25	25
Capital Receipts - (Accommodation Project)	890	644			
Capital Receipts - Vehicle Sales					
Leasing					
Better Care Fund / Disabled Facilities Grant	480	468	468	468	468
Section 106 Monies - Woodlands Road, Ansdell	4				
Section 106 Monies - St Annes	80	274			
Section 106 Monies - Lytham	0	130			
Section 106 Monies - Staining	40				
Section 106 Monies - Parks Improvement - Frobisher	34				
Capital Grant - Repayments	57				
Capital Investment Reserve	1,147	634	393	78	182
Accommodation Project Reserve	441	63			
Other External Finance (see analysis below )	621	3,290	7,300	5,600	
Direct Revenue Finance	73				
Prudential Borrowing	352	49	1,388	602	658
<b>Total Financing</b>	<b>4,396</b>	<b>5,622</b>	<b>9,619</b>	<b>6,818</b>	<b>1,378</b>

<b>Total surplus (-) / shortfall in year</b>	0	0	0	0	0
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<b>Cumulative surplus (-) / shortfall</b>	0	0	0	0	0
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*See note below for external funding available to finance the above schemes:*

**Other External Finance: Analysis**

LSP Performance Reward Grant	82				
Environment Agency - Fylde Coastal Preliminaries	86	3,200	7,300	5,600	
Environment Agency - Flood Defence	15				
Other Contributions - Hope Street Pavillion Refurbishment	66				
Arts Council - St Annes Pool	0	90			
NHS - Infant Memorial Garden Donation and fund raising	13				
INSPIRE Grant	7				
New Fylde Housing - DFG Contribution	80				
Coastal Communities Grant	272				
	621	3,290	7,300	5,600	0

# INFORMATION ITEM



REPORT OF	MEETING	DATE	ITEM NO
OFFICE OF THE CHIEF EXECUTIVE	DEVELOPMENT MANAGEMENT COMMITTEE	20 JANUARY 2016	9

## EDC (ECONOMIC DEVELOPMENT COMPANY) UPDATE

### PUBLIC ITEM

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

### SUMMARY OF INFORMATION

The report provides details of the role of the EDC in supporting, developing and promoting economic development and activity across the Fylde coast.

### SOURCE OF INFORMATION

The Head of Enterprise & Investment Blackpool Fylde and Wyre EDC, the only paid employee that provides direct support to the EDC and is funded by Blackpool Council.

### LINK TO INFORMATION

[Appendix 1](#) to this covering report

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

Sub regional economic matters impact on the policy remit of the committee and the Fylde Economic Development Strategy informs the work of the EDC. It is important that the committee is aware of the sub regional issues.

### FURTHER INFORMATION

Contact: Rob Green – Head of Enterprise & Investment Blackpool Fylde and Wyre EDC

Tel 01253 478729 – e-mail [rob@bfwedc.co.uk](mailto:rob@bfwedc.co.uk) , <http://www.bfwedc.co.uk/>

## **Appendix 1: Blackpool Fylde and Wyre Economic Development Company Ltd**

Progress report for information

### **Purpose of report**

To provide an overview of the role and work of Blackpool, Fylde & Wyre EDC, (BFWEDC) highlighting recent successes and priorities for 2016.

### **The Economic Development Company**

BFWEDC is a company limited by guarantee, and its shareholding is held equally by the four Fylde coast local authorities, Lancashire County Council, Blackpool Council, and Fylde and Wyre Borough Councils.

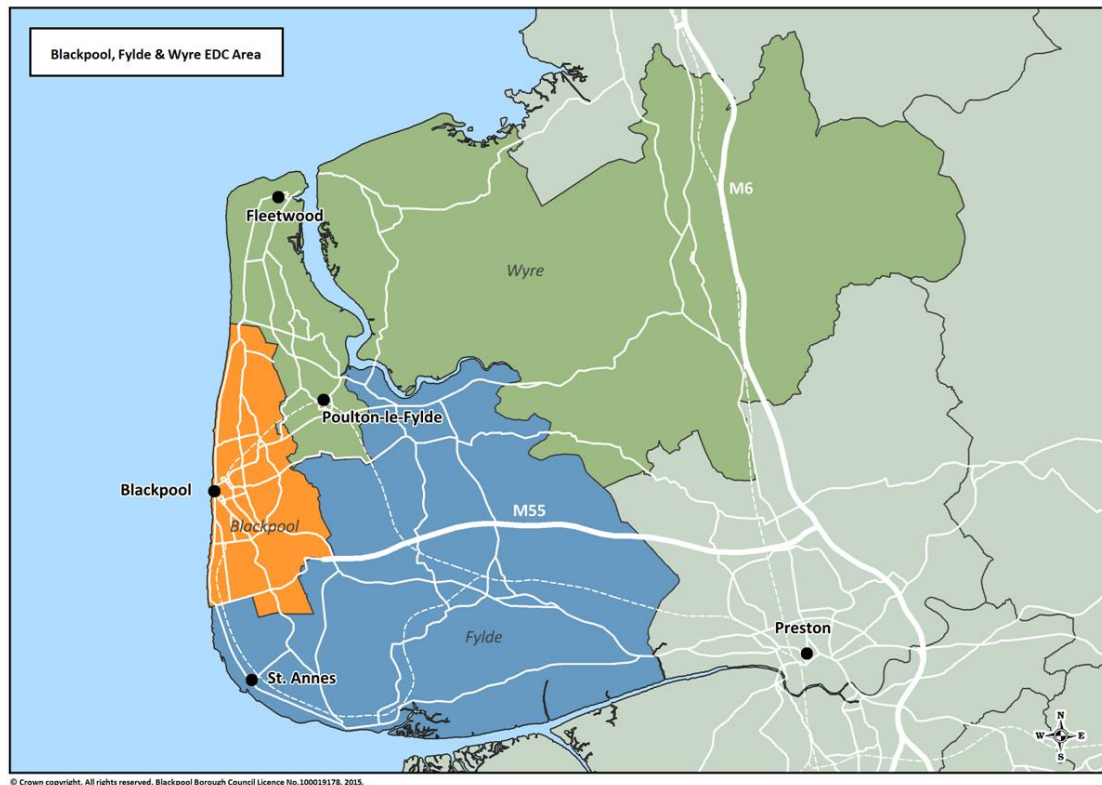
The company has a board of directors drawn from the member authorities and the private sector, and is chaired by Ms Bev Robinson, who is Chief Executive and Principal of Blackpool and the Fylde college. In addition to the chair the current directors are:

<b>Neil Jack</b>	-	Chief Executive of Blackpool Council
<b>Allan Oldfield</b>	-	Chief Executive of Fylde Council
<b>Garry Payne</b>	-	Chief Executive of Wyre Council
<b>Alan Cavill</b>	-	Assistant Chief Executive Blackpool Council
<b>Neil Farley</b>	-	Springfield Fuels – Fylde Economic Forum
<b>Jane Littlewood</b>	-	Rabbit Patch & Chair Wyred up
<b>Martin Long</b>	-	Napthens LLP & Chair Blackpool Business Leaders

In addition the board, which generally meets every two or three months, is regularly attended by Stuart Sage and Nicholas Jackson from the Homes and Communities Agency and by Rob Green from the EDC executive team on an observational basis.

The EDC operates from premises in Blackpool at FYCreatives on Church Street, and presently has three staff members, seconded from Blackpool Council: a full time Head of Enterprise & Investment, Rob Green; a part time Project Officer, Mark Gillingham; and an unpaid part time Intern, Sarah Miller. Additional specialist resources are made available when required through Blackpool Council, whilst the EDC team works closely with the respective Economic Development teams in Wyre, Fylde and Blackpool, and with LCDL on behalf of LCC.

The relative lack of resource available to the EDC remains one of the biggest constraints on its ability to deliver fully against a broad spectrum of key economic interventions required across the Fylde coast. Its activities, range from attracting inward investment, through to the development of major sites and key sector support covering the whole of the area of Fylde, Wyre and Blackpool as illustrated below in Fig 1:



**Fig 1: Area covered by Blackpool, Fylde and Wyre Economic Development Company**

## Financial Aspects

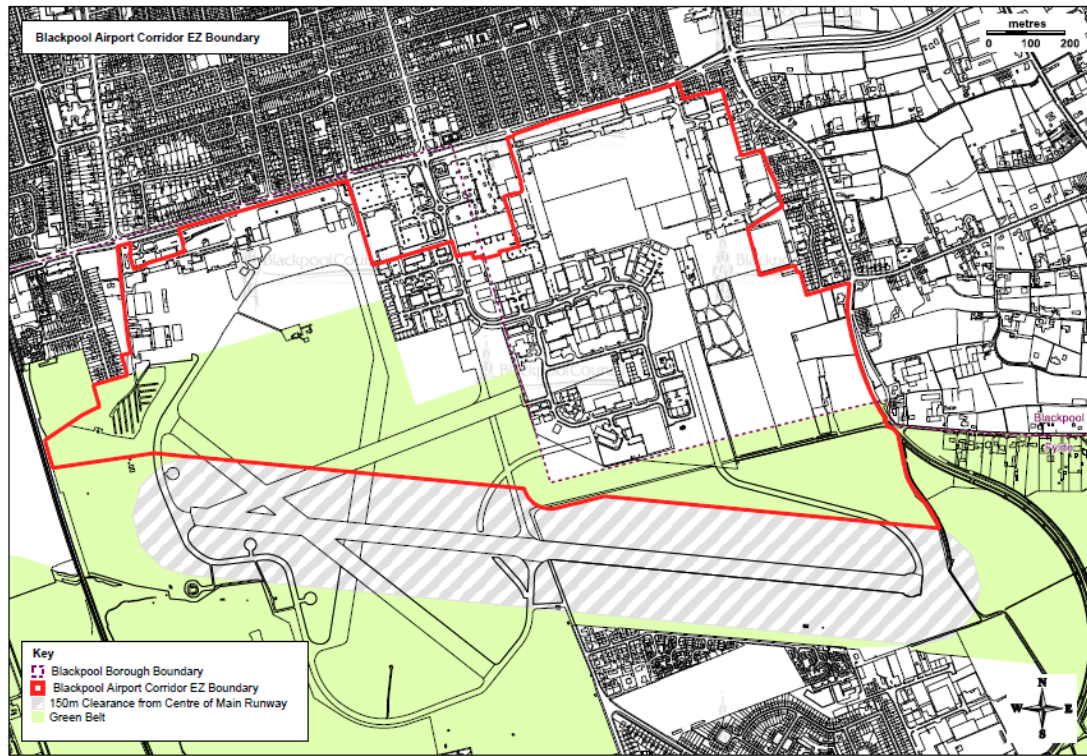
The EDC does not have a bank account and currently files accounts with Companies House as a dormant company. All financial matters are conducted on its behalf by Blackpool Council, which, in addition to meeting staff and accommodation costs, has made available an operational budget of £20,000, for FY 2015/16. None of the other member councils has makes a direct financial contribution to the ongoing operations of the EDC. The EDC carries its own Employees, Directors' Indemnity and Public Liability Insurances.

The EDC has undertaken a number of specific projects including; the development of the Fylde Coast Growth Accelerator Strategy (GAS); work on the two successful Enterprise Zone bids; and Central Station site feasibility studies that have received funding from Blackpool Council, LCC/LEP, HCA, Wyre Borough Council and NPL Estates Ltd. The need for the Fylde coast authorities to work closely together on economic matters will take on greater significance over coming months as discussions on the implementation of the Combined Authority progress.

In the past 18 Months the EDC has been involved in supporting a number of notable successes for the area including the **Enterprise Zone bid for Blackpool Airport**, with formal confirmation of the EZ status being confirmed in early November 2015.

The initial application for this complex EZ was undertaken within a very short (2 week) timescale between 8<sup>th</sup> and 23<sup>rd</sup> January 2015. The EZ is designed to protect the long-term future operational capability of Blackpool Airport by leaving the operational main runway and required CAA clearances out of the EZ boundary, whilst providing opportunity for the Airport to generate much needed capital receipts from

the development of surplus land to ensure it has the means to continue to invest at the required level to maintain operational capability. The EZ (illustrated below in Fig 2) will become operational from 1<sup>st</sup> April 2016 and continue until 2037. It will offer the twin, but mutually exclusive, financial incentives of Business Rates Relief of up to £275,000 over 5 years (where business rates will be paid on behalf of occupiers by Central Government) and Enhanced Capital Allowances (ECA) enabling larger investors in fixed plant and machinery to offset cost fully against tax.



**Fig 2: Outline area of Blackpool Airport EZ**

New infrastructure investment to enable future development within the EZ will be funded in part by retained growth in business rates from new investment secured within the EZ.

The ECA area is located entirely within the Blackpool Council area, with the majority of the business rates relief zone located within the Fylde area of the EZ.

Significant parts of the EZ, which totals 141 ha in area, are located within the designated Fylde green belt. The green belt status is not impacted by the EZ designation, where the only development will be that currently permitted within green belt, including playing fields and open space, and the development of aviation facilities where permitted development rights exist.

The Airport EZ will be targeting a number of key sectors to attract new investment and employment, including the civil aerospace sector, food and drink manufacture, the energy sector and digital and creative sectors, although no appropriate user would be excluded. It is hoped the EZ can provide a base for 3000 new jobs, and 180 new businesses with over £300m of investment, and will get off to a flying start with the proposed development of the new Lancashire Energy HQ, which will commence in March subject to planning.

The EZ will work to compliment and strengthen the Lancashire investment portfolio rather than compete with the existing Warton EZ, and will make a very significant contribution to meeting the employment land needs of both Blackpool and Fylde authorities over the local plan period.

In July the opportunity arose to apply for new Enterprise Zones and although the Lancashire LEP supported a proposal to seek EZ status for the Hillhouse International Business Park, an application was submitted to Government for Hillhouse to become an extension to the anticipated Blackpool Airport EZ. The application was approved in the Comprehensive Spending Review at the end of November and the Hillhouse EZ will become operative from 1<sup>st</sup> April 2016, similar to Blackpool, this location will be able to offer both Business Rates Relief and Enhanced Capital Allowances. It will also be targeted at the energy sector and advance polymer sector. This EZ will be operated in tandem with Blackpool Airport EZ to maximise efficiencies and ensure complementarity.

In 2015, the EDC was instrumental in **Victrex PLC securing a £1.3m RGF grant** toward the cost of developing new research and development pilot plant at Hillhouse, helping to secure long term investment by the company in this location. In 2015 the EDC led the establishment of the **Blackpool Coastal Communities team** and supported the subsequent establishment of the Fleetwood and St Anne's CCTs, all three of which were successful in securing specific project funding via the Government's Coastal Revival Fund.

2015 also saw the completion of the **Fylde Coast Growth Accelerator Strategy (GAS)** which has identified the EDC area's best opportunities for future economic growth and key project areas for future EDC activity, to ensure best use of scarce resource to deliver benefits for the whole area. This document will be used to guide ongoing activity and to support future applications for funding and other support to the LEP and Government. An annual action plan will also be developed against which progress can be measured, and which will also be employed to support ongoing activity in respect of the development of the proposed Lancashire Combined Authority.

### **Future Activity**

Six key priority areas have been identified as the EDC's focus for 2016:

- The progression of the new Enterprise Zones
- The development of a diverse Fylde Coast Energy Sector
- Progression of the strategic Central Station site in Blackpool
- Support the development and diversification of the Visitor Economy
- Promoting the development of Blackpool Town Centre
- Working with the LEP, Marketing Lancashire and UKTI to attract Inward Investment

In addition various ad hoc work will be undertaken as requirements dictate, including supporting future bidding to the Coastal Communities Fund, and a review of the impact of public sector employment across the Fylde Coast with an emphasis on the potential economic impact of ongoing austerity cuts. The intention is that the EDC

will assume day to day responsibility for the progression of the two new Enterprise Zones, with the existing EZ at Warton remaining the responsibility of LCC and BAe Systems to progress.

Work on the two new Enterprise Zones will focus on: commissioning and completing master-plans for both sites; establishing the Programme Board to oversee the developments and report back to the LEP; and securing the funding required to establish a small delivery team for the EZ's, appointing appropriate external consultant support and commencing activity to market the sites and commence activity to provide infrastructure investment necessary to develop the locations. Full consultation will be undertaken with all key stakeholders as the master-plan is progressed during the first half of the year.

Whilst a number of planning applications may be submitted to both Fylde and Blackpool Council for projects at Blackpool Airport EZ, it is unlikely, with the exception of the new Energy HQ development, that there will be a great deal of new build development undertaken at either EZ during 2016. However, a number of new businesses are likely to locate into existing vacant premises at Blackpool Business Park, with the potential to generate around 100 new jobs in the first year of activity.

Activity across the energy sector will focus on establishing the Fylde Coast's credentials as a key player in the sector, building upon existing strengths in the renewables and conventional energy sectors with more than 80 businesses already active, and in particular supporting major new initiatives such as the proposals for a Wyre Barrage, opportunities to expand and diversify activity within the nuclear sector based at Salwick, and provision of skills and supply chain development to ensure that maximum local economic advantage can be secured should there be progression in the unconventional oil and gas sector.

The former Central Station site in Blackpool will be brought to the market, to identify potential operators and developers for this key strategic site, which has the potential in the medium term to support more than 1000 new jobs and attract upward of 2 million additional tourists to the area, although no on site development should be anticipated until at least 2018. This project will, if successful, have a major positive impact on the long term sustainability of the visitor economy across the whole of the EDC area.

Other visitor economy related activity will include looking a potential opportunities to secure funding for projects via the next round of Coastal Communities Fund, which will be announced later this year, including work on a possible Fylde Coast Heritage Transport museum. Activity will also continue with Network Rail to help secure improved rail services to the Fylde Coast and to seek to minimise the impacts of the potential 4-6 month closure in 2017 of the rail links from Preston to facilitate the electrification of the Preston to Blackpool North line.

Development of Blackpool Town Centre will continue to be a focus for activity, with an emphasis on securing more food and beverage outlets to support the visitor economy, and to encourage greater levels of commercial activity, including lobbying Government to develop a regional civil service hub, as the alternative to relocating large numbers of civil servants away from the Fylde Coast and Preston.

Inward investment activity will largely be focused on working with Lancashire County Council, the LEP and Marketing Lancashire, alongside UKTI, to promote the opportunities offered by the area's three Enterprise Zones, and the sector strengths in the energy, food and drink, digital and creative and advanced materials sectors, and also looking to see if there are opportunities for targeted promotion within China.

The EDC is currently carrying out a review of the existing arrangements to reaffirm its role and purpose.

Report Author

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# INFORMATION ITEM



REPORT OF	MEETING	DATE	ITEM NO
DEVELOPMENT SERVICES DIRECTORATE	DEVELOPMENT MANAGEMENT COMMITTEE	20 JANUARY 2016	10

## REVISED PREFERRED OPTION VERSION OF THE FYLDE LOCAL PLAN TO 2032 – CONSULTATION STATEMENT

### PUBLIC ITEM

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

### SUMMARY OF INFORMATION

The Revised Preferred Option (RPO) version of the Fylde Local Plan to 2032 was agreed for consultation at Fylde Council's Development Management Committee meeting on 16 September 2015.

The consultation statement provides an overview of the consultation, setting out the consultation material that was used, who and how the council consulted, how comments received have been considered and an evaluation of the consultation.

The consultation into the RPO version of the Local Plan took place over seven weeks between Thursday 15 October and Thursday 3 December 2015, and was the fourth consultation on the Local Plan. The consultation took place in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations, 2012.

A separate report will be presented to the Development Management Committee meeting in March 2016 providing a summary of the comments received, how the council has responded, and also an indication of how the Publication version of the Local Plan could develop in relation to the comments.

### SOURCE OF INFORMATION

The information has been provided by the Planning Policy Team based on the responses received to the consultation exercise.

### LINK TO INFORMATION

[Appendix 1](#) to this covering report

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

The information is provided to update Members on the progress of the local plan preparation, a key project within the corporate plan.

### FURTHER INFORMATION

Contact: Michael Eastham, tel: 01253 658695, email: [michael.eastham@fylde.gov.uk](mailto:michael.eastham@fylde.gov.uk)

## **Background**

The RPO version of the Local Plan sets out the strategic and non-strategic allocations for new homes and employment land within four Strategic Locations for Development, together with leisure, retail, tourism and community use, or a mixture of such uses. The RPO also comprises development management policies, which will inform decisions on planning applications; together with policies to define areas of open space and town centre boundaries and to protect the natural and built environment.

The RPO version has been written to address the key policy issues of the borough, and has been informed by the results of the 'Vision , Issues and Objectives' public consultation undertaken in February and March 2011, the 'Issues and Options' public consultation undertaken in June and July 2012, and the Preferred Option consultation carried out in June and August 2013.

The next stage after this RPO version will be the preparation of the Publication version, which will be issued for consultation on 'soundness' in summer 2016, before being submitted (i.e. the Submission document) to the Secretary of State. The Plan will then be examined by an independent Planning Inspector into the 'soundness' of its policies before adoption by Fylde Council in Spring 2017.

### Pre-consultation

Before the consultation, a 'pre-consultation' took place with statutory consultees and infrastructure providers in June and July 2015. A draft of the RPO consultation document and the Infrastructure Delivery Plan (the IDP) were sent to these officers and organisations for comments, and these comments were used to amend the document before consultation.

## **Consultation material**

The RPO version was produced for comment, together with the draft IDP; and technical assessments including the Health Impact Assessment, Rural Proofing Assessment and Viability Assessment.

### Media

A press release was issued and a newspaper advert was placed in the public notices in the Lytham St Annes Express on 12 October 2015 for one week.

### Flyers and posters

Posters were produced to advertise the consultation and were displayed at various locations around the borough, including shops and parish notice boards.

A 12 page booklet was produced which summarised the salient issues in the RPO version of the Local Plan and the Infrastructure Delivery Plan. The booklet was handed out to people attending the consultation events for them to take away. A prominent notice was displayed in the booklets offering further assistance in formulating and submitting consultation comments, in accordance with the Council's Statement of Community Involvement (the SCI, 2011).

The two generic banners used during the initial 'Issues and Options' consultation were used for the consultation drop-in events. In addition, material for display boards was produced for use at the consultation events, and this included maps of strategic and non-strategic sites across Fylde and information regarding retail centre' boundaries, Areas of Separation and pitches for Gypsies and

Travellers, Holiday Areas, The Island Seafront Area, Ribby Hall Village, the Fylde Coast Highways and Transport Masterplan display board, and neighbourhood development planning.

### **Who was consulted?**

Emails or letters were sent to the consultation bodies set out in Regulation 2 of the Town and Country Planning (Local Planning) (England) Regulations 2012, which the council is required to consult under Regulation 18. These bodies are contained on the council's Register of Consultees. Other relevant bodies and individuals who are registered on the council's Register of Consultees were notified. The Register of Consultees is updated regularly to take account of requests received from consultants, organisations, residents and other parties to be informed of future planning policy consultations.

Council staff were informed through the council's intranet and emails were sent to Heads of Service. There was also an article in the council's staff newsletter, 'Grapevine' in the October edition. The council's management team was briefed by the Head of Planning and Regeneration.

### Online consultation system

The council encouraged respondents to make and submit comments using the online Planning Policy consultation system. A dedicated webpage for the consultation was established, containing information on the drop-in events and consultation material.

A link to the council's online consultation system allowed users to register to view the consultation document. The representation form was structured to encourage respondents to provide information and evidence in support of their comments. The representation form was designed to ensure that respondents would identify which part of the Local Plan, IDP or technical assessments they were responding to. This is important for processing the comments, and ensures that the council attributes comments to the correct section of the document when processing them. The consultation system allows users to view other consultees comments once they have been vetted by the council.

Comments could also be submitted on a paper or electronic representation form and returned via freepost or email.

### **How the community was involved**

The following methods were used to involve the community:

#### Libraries

The consultation document and other supporting material and technical assessments were provided on line at all the libraries in the borough. A meeting was held with all Fylde library staff about the local plan and how members of the public could make comments on the document.

#### Consultation events

The RPO consultation followed a similar format to the previous consultation exercises undertaken at the Issues, Vision and Objectives, Issues and Options and Preferred Option stages. Drop-in consultation events were held at nine venues around the borough to allow the general public and others to view the RPO version of the Local Plan and the supporting information and to speak with

planning policy officers. The drop-in events commenced on the 19 October and ended on 5 November 2015 and were held at St Annes, Kirkham, Wesham, Warton, Elswick, Staining, Marton (Fylde-Blackpool Periphery), Wrea Green and Newton. The events ran from 3.00 pm – 7.00 pm to allow as many people as possible to attend.

Date	Location	Time
Monday 19 October	<b>Wrea Green</b> – Wrea Green Institute, Station Road, Wrea Green Preston, PR4 2PH	3pm – 7pm
Tuesday 20 October	<b>Staining</b> – St Luke’s Church, Staining Road, Staining, FY3 0BW	3pm – 7pm
Wednesday 21 October	<b>Elswick</b> – Elswick Village Hall, Roseacre Road, Elswick, PR4 3UD	3pm – 7pm
Thursday 22 October	<b>Warton</b> – Warton Village Hall, Church Road, Warton, Preston, PR4 1BD	3pm – 7pm
Tuesday 27 October	<b>Wesham</b> – Kirkham and Wesham Scout Centre, Church Road, Wesham PR4 3DR	3pm – 7pm
Wednesday 28 October	<b>Newton</b> – Newton Village Hall, Vicarage Lane, Newton, Preston, PR4 3RX	3pm – 7pm
Tuesday 3 November	<b>St Annes</b> – Fylde Council, Town Hall, St Annes, FY8 1LW (Foyer Area)	3pm -7pm
Wednesday 4 November	<b>Marton (Blackpool)</b> – St Monica’s Church Hall, St Monica’s Way, Blackpool	3pm – 7pm
Thursday 5 November	<b>Kirkham</b> – Kirkham Community Centre, Mill Street, Kirkham, Preston, PR4 2AN	3pm – 7pm

The locations of the events were chosen to correspond with the four Strategic Locations for Development and also Wrea Green, Staining, Elswick and Newton. An event for Wesham was also requested by Cllr Nulty. Venues were used for the events as a high turnout was expected.

Large scale maps and supporting text mounted on boards were used for the display material. Reference copies of the consultation document and supporting technical assessments were available for people to view and discuss with planning officers.

Levels of attendance at the consultation events varied. Elswick and Warton were particularly well attended, whilst the events in Staining, Wrea Green and Marton had very low attendances.

#### Councillors

Councillors and officers were informed of the consultation and the drop-in events, and were invited to all of the drop-in events, including the one in the foyer at St Annes Town Hall on 3 November 2015 between 3.00 pm and 7.00 pm, to view and discuss the RPO version and the related documents. Each councillor and Parish Council was provided with links to the consultation documents on the council’s website.

#### **Consideration of comments received**

The consultation webpage and questionnaire stated that respondents' contact details must be provided for responses to be considered. This helps to prevent multiple responses from the same individual or organisation, and it also allows the respondent to be contacted if a need arises to clarify any comments. Some respondents to the consultation did not include their contact details. Consequently, these responses have not been considered.

In total there were **205** respondents to the Local Plan consultation who submitted **953** representations. Of these, **28** responded using the online planning policy consultation system, **89** emailed their comments and **88** posted their comments. A further **2** respondents submitted representations on the Infrastructure Delivery Plan. In addition, a petition was submitted with **32** signatories, objecting to the allocation of 140 homes at Elswick. All representations received have been acknowledged and summarised into the Planning Policy consultation database, divided by chapter, policy and/or paragraph. The majority of responses were received from Elswick residents objecting to the level of housing proposed for the settlement in the RPO version of the Local Plan.

#### Consultation Summary

Overall, the comments received during the consultation were informative in determining the views of the public and stakeholders in relation to the RPO version of the Local Plan. The comments also highlighted other important considerations that will be taken account of in developing the next version of the Local Plan – the Publication version.

A separate report, comprising a Decision Item, will be presented to the Development Management Committee in March 2016, which will set out a summary of the representations received as part of the consultation into the RPO version of the Local Plan, along with the council's response to the representations and recommendations for changes to the text of the Local Plan.

# INFORMATION ITEM



REPORT OF	MEETING	DATE	ITEM NO
DEVELOPMENT SERVICES DIRECTORATE	DEVELOPMENT MANAGEMENT COMMITTEE	20 JANUARY 2016	11

## NEIGHBOURHOOD DEVELOPMENT PLAN TIMETABLE UPDATE

### PUBLIC ITEM

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

### SUMMARY OF INFORMATION

Neighbourhood Development Plans have to undergo various production stages including public consultation, independent examination and public referendum. The Neighbourhood Planning (General) Regulations 2012 as amended 2015 set out the detailed arrangements which emerging Neighbourhood Development Plans have to follow.

Once adopted, a Neighbourhood Development Plan will form part of the Statutory Development Plan, that will be used to direct future development and when determining planning applications.

There are currently five emerging Neighbourhood Development Plans in the borough that are at various stages in the production process.

### SOURCE OF INFORMATION

An indicative production timetable of the five emerging Neighbourhood Development Plans in Fylde has been produced by officers based upon information provided by parish/town councils and best practice at other local planning authorities.

### LINK TO INFORMATION

The indicative timetable is available

at: <https://fylde.cmis.uk.com/fylde/MeetingsCalendar/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/141/Committee/20/Default.aspx>

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

The information provides an update on the production of the five emerging Neighbourhood Development Plans in Fylde.

### FURTHER INFORMATION

Fiona Riley 01253 658419 or [fiona.riley@fylde.gov.uk](mailto:fiona.riley@fylde.gov.uk)

**Bryning-with-Warton Parish Council Neighbourhood Development Plan**

<b>Description of Task in Accordance with Neighbourhood Development Plan Regulations</b>	<b>Key Dates</b>
<b>Application for designation of a neighbourhood area</b> Neighbourhood Area application submitted by Parish Council / Neighbourhood Forum	Neighbourhood Area Application received 12/08/2013
<b>Publicising an area application</b> Local Planning Authority publicises Neighbourhood Area application – minimum 6 week public consultation	Consultation undertaken 22/08/13 – 4/10/13
<b>Publicising a designation of a neighbourhood area etc</b> Local Planning Authority publicise decision –to approve or refuse Neighbourhood Area	Neighbourhood Area Approved 25/10/13
<i>Informal stage for the production of the draft Plan by the Parish Council / approved Neighbourhood Forum (no requirement set out in the Regulations)</i>	Informal consultation has been undertaken with the community.
<b>Pre-submission consultation and publicity</b> Parish Council / approved Neighbourhood Forum undertake minimum 6 public week consultation on Pre submission version.	Consultation undertaken 10/7/14 to 20/8/14. Fylde Council submitted consultation comments on 13 August 2014.
<b>Plan proposals</b> Parish Council / approved Neighbourhood Forum submit the Neighbourhood Plan to Local Planning Authority	Submission Plan received 23/9/14
<b>Publicising a plan proposal</b> Local Planning Authority consult– minimum 6 week public consultation on Submission version	Consultation undertaken 9/10/14 to 28/11/14
<b>Submission of plan proposal to examination</b> Local Planning Authority submit documents to examiner and Examination undertaken	<i>Fylde Council, with agreement of the Parish Council are currently in the process of appointing an independent examiner.</i>
<b>Publication of the examiner's report and plan proposal decisions</b> Examiners report issued, Local Planning Authority determine whether to take plan forward with amendments/recommendations to referendum	
<b>Referendum</b> 50% of vote in favour to adopt	
<b>Decision on a plan proposal and Publicising a neighbourhood development plan</b> Local Planning Authority publish decision statement and notice	
<b>Comment</b>  Formal consultation has been undertaken on the Submission version. Fylde Council with the agreement of the Parish Council are currently in the process of appointing an independent examiner. Until the examiner is appointed, an estimated timetable is not available beyond Submission consultation stage at present.	

**Ribby-with-Wrea Parish Neighbourhood Development Plan**

<b>Description of Task in Accordance with Neighbourhood Development Plan Regulations</b>	<b>Key Dates</b>
<b>Application for designation of a neighbourhood area</b> Neighbourhood Area application submitted by Parish Council / Neighbourhood Forum	Neighbourhood Area Application received 12/09/12
<b>Publicising an area application</b> Local Planning Authority publicises Neighbourhood Area application – minimum 6 week public consultation	Consultation undertaken 28/09/12 - 08/11/12
<b>Publicising a designation of a neighbourhood area etc</b> Local Planning Authority publicise decision –to approve or refuse Neighbourhood Area	Neighbourhood Area Approved 19/12/12
<i>Informal stage for the production of the draft Plan by the Parish Council / approved Neighbourhood Forum (no requirement set out in the Regulations)</i>	Informal consultation has been undertaken with the community and an informal draft Plan has been produced and issued for consultation.
<b>Pre-submission consultation and publicity</b> Parish Council / approved Neighbourhood Forum undertake minimum 6 public week consultation on Pre submission version.	
<b>Plan proposals</b> Parish Council / approved Neighbourhood Forum submit the Neighbourhood Plan to Local Planning Authority	
<b>Publicising a plan proposal</b> Local Planning Authority consult– minimum 6 week public consultation on Submission version	
<b>Submission of plan proposal to examination</b> Local Planning Authority submit documents to examiner and Examination undertaken	
<b>Publication of the examiner's report and plan proposal decisions</b> Examiners report issued, Local Planning Authority determine whether to take plan forward with amendments/recommendations to referendum	
<b>Referendum</b> 50% of vote in favour to adopt	
<b>Decision on a plan proposal and Publicising a neighbourhood development plan</b> Local Planning Authority publish decision statement and notice	
<b>Comment</b>  Informal consultation with the community has been undertaken.  An informal draft Plan has been produced however, it has not reached a formal consultation stages in accordance with the Neighbourhood Planning Regulations.  The Parish Council have indicated that their Neighbourhood Development Plan will not proceed until the emerging Local Plan is further progressed.  Estimated timetable is therefore not available beyond Neighbourhood Area approval stage at present.	



**Singleton Parish Council Neighbourhood Development Plan**

<b>Description of Task in Accordance with Neighbourhood Development Plan Regulations</b>	<b>Key Dates</b>
<b>Application for designation of a neighbourhood area</b> Neighbourhood Area application submitted by Parish Council / Neighbourhood Forum	Neighbourhood Area Application received 26/08/14
<b>Publicising an area application</b> Local Planning Authority publicises Neighbourhood Area application – minimum 6 week public consultation	Consultation undertaken 11/09/14 – 23/10/14
<b>Publicising a designation of a neighbourhood area etc</b> Local Planning Authority publicise decision –to approve or refuse Neighbourhood Area	Neighbourhood Area Approved 12/11/14
<i>Informal stage for the production of the draft Plan by the Parish Council / approved Neighbourhood Forum (no requirement set out in the Regulations)</i>	
<b>Pre-submission consultation and publicity</b> Parish Council / approved Neighbourhood Forum undertake minimum 6 public week consultation on Pre submission version.	
<b>Plan proposals</b> Parish Council / approved Neighbourhood Forum submit the Neighbourhood Plan to Local Planning Authority	
<b>Publicising a plan proposal</b> Local Planning Authority consult– minimum 6 week public consultation on Submission version	
<b>Submission of plan proposal to examination</b> Local Planning Authority submit documents to examiner and Examination undertaken	
<b>Publication of the examiner's report and plan proposal decisions</b> Examiners report issued, Local Planning Authority determine whether to take plan forward with amendments/recommendations to referendum	
<b>Referendum</b> 50% of vote in favour to adopt	
<b>Decision on a plan proposal and Publicising a neighbourhood development plan</b> Local Planning Authority publish decision statement and notice	
<b>Comment</b>  Following approval of the Neighbourhood Area, the Parish Council have decided not to proceed with a Neighbourhood Development Plan and instead will feed into the Local Plan process.	

**Staining Parish Neighbourhood Development Plan**

<b>Description of Task in Accordance with Neighbourhood Development Plan Regulations</b>	<b>Key Dates</b>
<b>Application for designation of a neighbourhood area</b> Neighbourhood Area application submitted by Parish Council / Neighbourhood Forum	Neighbourhood Area Application received 20/12/12
<b>Publicising an area application</b> Local Planning Authority publicises Neighbourhood Area application – minimum 6 week public consultation	Consultation undertaken 10/01/13 - 21/02/13
<b>Publicising a designation of a neighbourhood area etc</b> Local Planning Authority publicise decision –to approve or refuse Neighbourhood Area	Neighbourhood Area Approved 28/02/13
<i>Informal stage for the production of the draft Plan by the Parish Council / approved Neighbourhood Forum (no requirement set out in the Regulations)</i>	Informal consultation has been undertaken with the community.
<b>Pre-submission consultation and publicity</b> Parish Council / approved Neighbourhood Forum undertake minimum 6 public week consultation on Pre submission version.	
<b>Plan proposals</b> Parish Council / approved Neighbourhood Forum submit the Neighbourhood Plan to Local Planning Authority	
<b>Publicising a plan proposal</b> Local Planning Authority consult– minimum 6 week public consultation on Submission version	
<b>Submission of plan proposal to examination</b> Local Planning Authority submit documents to examiner and Examination undertaken	
<b>Publication of the examiner's report and plan proposal decisions</b> Examiners report issued, Local Planning Authority determine whether to take plan forward with amendments/recommendations to referendum	
<b>Referendum</b> 50% of vote in favour to adopt	
<b>Decision on a plan proposal and Publicising a neighbourhood development plan</b> Local Planning Authority publish decision statement and notice	
<p><b>Comment</b></p> <p>Informal consultation with the community has been undertaken. Consultation has focused on identifying key issues that the emerging Neighbourhood Development Plan could address.</p> <p>The Parish Council is currently considering informal consultation responses as part of producing a responses report and considering the next stages in the Plans production process.</p> <p>A draft Plan has not been produced therefore an estimated timetable is not available beyond Neighbourhood Area approval stage at present.</p>	

**St Annes on the Sea Town Council Neighbourhood Development Plan**

<b>Description of Task in Accordance with Neighbourhood Development Plan Regulations</b>	<b>Key Dates</b>
<b>Application for designation of a neighbourhood area</b> Neighbourhood Area application submitted by Parish Council / Neighbourhood Forum	Neighbourhood Area Application received 12/4/2013
<b>Publicising an area application</b> Local Planning Authority publicises Neighbourhood Area application – minimum 6 week public consultation	Consultation undertaken 25/4/13 – 6/6/13
<b>Publicising a designation of a neighbourhood area etc</b> Local Planning Authority publicise decision –to approve or refuse Neighbourhood Area	Neighbourhood Area Approved 12/7/13
<i>Informal stage for the production of the draft Plan by the Parish Council / approved Neighbourhood Forum (no requirement set out in the Regulations)</i>	Informal consultation has been undertaken with the community.
<b>Pre-submission consultation and publicity</b> Parish Council / approved Neighbourhood Forum undertake minimum 6 public week consultation on Pre submission version.	Consultation undertaken 15/6/15 - 31/7/15. Fylde Council submitted formal consultation comments on 31 July 2015.
<b>Plan proposals</b> Parish Council / approved Neighbourhood Forum submit the Neighbourhood Plan to Local Planning Authority	<i>Submission Plan expected 25/1/16</i>
<b>Publicising a plan proposal</b> Local Planning Authority consult– minimum 6 week public consultation on Submission version	<i>Consultation expected February – mid March 2016</i>
<b>Submission of plan proposal to examination</b> Local Planning Authority submit documents to examiner and Examination undertaken	
<b>Publication of the examiner's report and plan proposal decisions</b> Examiners report issued, Local Planning Authority determine whether to take plan forward with amendments/recommendations to referendum	
<b>Referendum</b> 50% of vote in favour to adopt	
<b>Decision on a plan proposal and Publicising a neighbourhood development plan</b> Local Planning Authority publish decision statement and notice	
<p><b>Comment</b></p> <p>Formal consultation has been undertaken on the Pre Submission version and the consultation comments are currently being considered by the Town Council. Workshop events with Fylde Council officers and the Town Council have been held to test emerging policies.</p> <p>The Town Council are currently preparing their Submission version, which is expected to be submitted around 25 January 2016.</p> <p>Potential examiners have not yet been explored therefore an estimated timetable is not available beyond Submission consultation stage at present.</p>	

# INFORMATION ITEM



REPORT OF	MEETING	DATE	ITEM NO
DEVELOPMENT SERVICES DIRECTORATE	DEVELOPMENT MANAGEMENT COMMITTEE	20 JANUARY 2016	12

## ECONOMIC DEVELOPMENT STRATEGY REVIEW

### PUBLIC ITEM

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

### SUMMARY OF INFORMATION

In 2013 the Council adopted the **Fylde Borough Council Economic Development Strategy and Action Plan 2012 to 2030**. As this was a new area of activity for the Council and a new policy document the Council took the decision to review the document on an annual basis for an undetermined period. This work was completed by the Policy Development Scrutiny Committee on two previous occasions and now falls within the remit of the Development Management Committee.

### SOURCE OF INFORMATION

Director of Development Services – Economic Development

### LINK TO INFORMATION

The Economic Development Strategy can be viewed as a download on the council website at: <http://www.fylde.gov.uk/business/businesssupport/>

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

The Policy Development Scrutiny Committee requested an opportunity to review the **Fylde Borough Council Economic Development Strategy and Action Plan 2012 to 2030** at its meeting of 19<sup>th</sup> February 2015. This report provides that opportunity and should the Development Management Committee request further details on any part of the Economic Development Strategy, Officers will prepare a detailed report for further discussion and decision.

### FURTHER INFORMATION

Stephen Smith, Economic Development Officer, 01253 658445

# INFORMATION ITEM



REPORT OF	MEETING	DATE	ITEM NO
DEVELOPMENT SERVICES DIRECTORATE	DEVELOPMENT MANAGEMENT COMMITTEE	20 JANUARY 2016	13

## TOWN CENTRE REGENERATION UPDATE

### PUBLIC ITEM

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

### SUMMARY OF INFORMATION

A comprehensive report was presented to the (former) Cabinet in January 2015 setting out the latest position with regard to the various town centre regeneration initiatives. This also included reference to public realm enhancements that would be carried out in connection with Section 106 agreements, negotiated through planning applications. This short report updates the position with regard to the various schemes referenced in the earlier report. The particular schemes are as follows.

Kirkham: phase 4 of the works from Clegg Street and around Town End. Scheme cost £126,000 to include upgraded traffic signal scheme. Scheme approved by Committee in August 2015 and now completed. Phase 5, Birley Street to Market Square. Design work to commence in early 2016 with a report to be presented to Development Management Committee by Spring. Further capital works to be undertaken next financial year, funded through section 106 funding.

Wrea Green: Lighting scheme around The Green. Approved by Committee September 2015. Scheme almost complete at cost of c£40,000. Funded through Section 106 payments with a contribution from Lancashire County Council (LCC) and Ribby with Wrea Parish Council.

Fairhaven: Phase 4 of the Woodlands Road scheme. Approved by Committee in November 2015 with work to commence in January 2016. Cost c. £88,000 funded through the Councils capital programme with a small contribution from LCC.

St Anne's: The Crescent and St Andrews Road South. Scheme design to be commenced in the New Year with construction to take place during the next financial year. Funding through Section 106 agreements.

Lytham: Park Street and Ballam Road. Design work to commence in the next financial year. Funding through Section 106 agreements.

Warton/Wesham and Staining. On-going design work through liaison with the Parish Councils. Funding by way of Section 106 agreements.

**SOURCE OF INFORMATION**

The Regeneration Team are providing the update.

**LINK TO INFORMATION**

The relevant reports are available on the Council Web site.

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

The regeneration schemes are of located at the heart of communities and information is often requested as to the status and progression of schemes. It is considered important, therefore that members are aware of and have the up to date position with regard to these schemes.

**FURTHER INFORMATION**

Contact Paul Drinnan 01253 658434 paul.drinnan@fylde.gov.uk

# INFORMATION ITEM



REPORT OF	MEETING	DATE	ITEM NO
DEVELOPMENT SERVICES DIRECTORATE	DEVELOPMENT MANAGEMENT COMMITTEE	20 JANUARY 2016	14

## BUILT HERITAGE STRATEGY

### PUBLIC ITEM

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

### SUMMARY OF INFORMATION

The Built Heritage Strategy for the Borough has now been formally published, being fully updated taking account of legislative changes and Historic England Practice Notes. The Strategy is available for public inspection and the two immediate projects are the formation of a Heritage Forum, which is aimed at drawing together a number of organisations and individuals that can help to deliver the projects contained within the approved Action Plan, which forms the implementation element of the Strategy.

The second relates to commencement of a project to commence the compilation of the Local List of Buildings that will be 'piloted' in the Fairhaven/Ansdell area but will be rolled out across the Borough. A members 'learning hour' held recently outlined the process and reasoning behind the establishment of local lists of buildings.

The third aspect that is a recognised priority within the Heritage Strategy is the undertaking of a conservation area review including the production of appraisals and management plans that are extremely valuable for development management purposes.

These matters will be reported to Committee in due course as decisions will be required with regard to specific issues within these projects.

It should be noted that the Heritage Strategy and the emerging Local Plan are fully aligned, being complimentary to one another.

### SOURCE OF INFORMATION

The Councils adopted Built Heritage Strategy.

### LINK TO INFORMATION

<http://www.fylde.gov.uk/council/your-council/heritagestrategy/>

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

This offers an update on the publication of the Heritage Strategy and the latest position with regard to the early implementation of specific projects.

### FURTHER INFORMATION

Paul Drinnan 01253 658434 [paul.drinnan@fylde.gov.uk](mailto:paul.drinnan@fylde.gov.uk)

# INFORMATION ITEM

REPORT OF	MEETING	DATE	ITEM NO
DEVELOPMENT SERVICES DIRECTORATE	DEVELOPMENT MANAGEMENT COMMITTEE	20 JANUARY 2016	15

## MID-YEAR PERFORMANCE 2015/16

### 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 first half of the financial year 2015/16. Performance is reported against the targets set for the year and commentary is provided by performance exception.

### SOURCE OF INFORMATION

Development Management team input data into the InPhase corporate online system from service based performance data.

### LINK TO INFORMATION

[www.fylde.gov.uk/performance](http://www.fylde.gov.uk/performance) - Full Corporate Performance 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 Officer.



## Mid-Year End Commentary by Performance Exception for the Development Management Committee

### \*\*\*\*\*PERFORMANCE BELOW TARGET\*\*\*\*\*

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

PM39: Net additional homes provided was 136, the target to date is 183, and last year's comparison figure was 131.

*This indicator is not something we have direct control over, it may be that by the end of the reporting period 31st March 2016 we will have reached our target. There have been a number of large scale housing applications approved recently and most of these are currently under construction. Accordingly, we would expect to see more completions over the coming months.*

PM40: Number of affordable homes delivered (Gross) was 8, the target to date is 15, and last year's comparison figure was 39.

*Capacity within the RSL sector and Government changes around rent restructuring has impacted on the financial capacity and confidence of the sector to take on new schemes. Fylde BC are working with RSL partners to widen out the partnership to encourage new RSLs to work within Fylde.*

### \*\*\*\*\* PERFORMANCE ABOVE TARGET \*\*\*\*\*

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






PM37: Percentage of minor applications determined within 8 weeks was 73.9%, the target is 60%, and last year's comparison figure was 56.25%.

*In the previous few years the focus has been on achieving improved speed performance in determining major applications. This focus and new working practices have now helped us achieve improved performance and so these new working practices have been rolled out for other application types in order to assist with the determination of all application types. Performance has improved accordingly. This improved performance will be maintained through continued investigation and incorporation of improved working practices.*






PM151: Percentage of speed of decisions on major planning applications (over a 2 year period) was 75.2%, target is 60%, and last year's comparison figure was 74.17%.

*The good performance achieved last year has been maintained through the focus and working practises introduced to secure that improved performance. This will be continue to be maintained through on-going investigation and incorporation of improved working practices.*

## PERFORMANCE KEY ICON STATUS

	<b>Over Performance</b> – the indicator is over performing against target
	<b>On Track</b> – the indicator is performing within tolerance of target.
	<b>Cautionary Under Performance</b> – 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.
	<b>Under Performance</b> – the indicator is under performing against target.
<b>N/A</b>	<b>Not Applicable</b> – no comparable data available. This could be due to the methodology being change or being a new measure created.
	<b>Missing Data</b> – 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.

PERFORMANCE SCORECARD APRIL 2015 TO SEPTEMBER 2015

Development Management						
Local Key Performance Indicators	Frequency	Good Performance Is	APR'14-SEP'14	APR'15-SEP'15	Target To Date	Status
PM38: Percentage of other applications determined within 8 weeks	Quarterly	Bigger is Better	65.78	<b>83.9</b>	80	
PM37: Percentage of minor applications determined within 8 weeks	Quarterly	Bigger is Better	56.25	<b>73.9</b>	60	
PM39: Net additional homes provided	Monthly	Bigger is Better	131	<b>136</b>	183	
PM40: Number of affordable homes delivered (Gross)	Quarterly	Bigger is Better	39	<b>8</b>	15	
PM151: Percentage of speed of decisions on major planning applications (over a 2 year period)	Quarterly	Bigger is Better	74.17	<b>75.2</b>	60	
PM152: Percentage of quality of decisions on major planning applications (over a 2 year period)	Quarterly	Smaller is Better	9	<b>9.09</b>	10	