



Agenda

Operational Management Committee

Date:	Wednesday, 14 July 2021 at 6:30 pm
Venue:	Town Hall, St Annes, FY8 1LW
Committee members:	<p>Councillor Roger Small (Chairman) Councillor John Kirkham (Vice-Chairman)</p> <p>Councillors Mark Bamforth, Julie Brickles, Alan Clayton, Chris Dixon, Paul Hodgson, Michelle Morris, Kiran Mulholland, Bobby Rigby, Stan Trudgill, Viv Willder.</p>

Public Platform

To hear representations from members of the public in accordance with Article 15 of the Constitution.
To register to speak under Public Platform: see [Public Speaking at Council Meetings](#)

	PROCEDURAL ITEMS:	PAGE
1	Declarations of Interest: Declarations of interest, and the responsibility for declaring the same, are matters for elected members. Members are able to obtain advice, in writing, in advance of meetings. This should only be sought via the Council's Monitoring Officer. However, it should be noted that no advice on interests sought less than one working day prior to any meeting will be provided.	1
2	Confirmation of Minutes: To confirm the minutes, as previously circulated, of the meeting held on 16 June 2021 as a correct record.	1
3	Substitute Members: Details of any substitute members notified in accordance with council procedure rule 23(c).	1
	DECISION ITEMS:	
4	St Annes Seawall	3 - 44
5	Permission to Review TRO Objections	45 - 46

Contact: Sharon Wadsworth - Telephone: (01253) 658546 – Email: democracy@fylde.gov.uk

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DECISION ITEM

REPORT OF	MEETING	DATE	ITEM NO
DEVELOPMENT SERVICES DIRECTORATE	OPERATIONAL MANAGEMENT COMMITTEE	14 JULY 2021	4
ST ANNES SEAWALL			

PUBLIC ITEM

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

SUMMARY

The Council has been successful in applying for funding to undertake development studies in preparation for the replacement of the hard sea defences at St Annes Seawall.

Work has been undertaken in developing options and consulting on a preferred option which has just been carried out. The report requests the approval of the Operational Management Committee of the preferred option to deliver the replacement seawall and approves the draw down of part of the budget to commence the Phase 2 Planning Stage.

RECOMMENDATIONS

The Operational Management Committee are requested:

1. To recognise the volume and strength of response as part of the consultation exercise and incorporate the retention of local attractions such as the miniature railway, beach huts and pitch and putt golf course.
2. To approve Option 3C as detailed below as the Council's preferred option.
3. Subject to Environment Agency approval of the Outline Business Case, approve the commencement of the Phase 2 Planning Stage of this project set out in the report at an estimated cost of £845,000 with the works being funded from the Environment Agency flood defence grant in Aid programme; £600,000 from the Council's 2021/22 capital programme and £245,000 from the 2022/23 capital programme.
4. Subject to Environment Agency approval of the Outline Business Case, approve the draw down of the £600,000 business support budget.
5. Approve the procurement approach as set out in the report to use the Environment Agency's National Framework to procure the consultant and contractor, and to deliver the development stage of the St Annes Sea Wall project. To authorise that contracts are to be then entered into through the Environment Agency's National Framework for the Planning Studies.

SUMMARY OF PREVIOUS DECISIONS

Council – 5 July 2021

1. To approve a fully funded addition to the St Annes Seawall capital scheme within the Council's capital programme to the sum of £11,820,700 funded by Environment Agency grant of £9,520,700 and the Council's contribution of £2,300,000 towards the total project cost to be met in full from the Funding Volatility Reserve and phased as detailed within the body of this report from 2021/22 – 2024/25.

2. Subject to approval a further report will be presented to the Operational Management Committee to seek agreement of the final design, scheme costs and procurement route.

Operational Management Committee – 16 June 2021

1. To recommend to Council approval of a fully funded addition to the St Annes Seawall capital scheme within the Council's capital programme to the sum of £11,820,700 funded by Environment Agency grant of £9,520,700 and the Council's contribution of £2,300,000 towards the total project cost to be met in full from the Funding Volatility Reserve and phased as detailed within the body of this report from 2021/22 – 2024/25.
2. Subject to approval a further report will be presented to the Operational Management Committee to seek agreement of the final design, scheme costs and procurement route.

Operational Management Committee - 16 March 2021

To appoint Councillor John Kirkham as the representative to join the project board, oversee the development of the project and report back to the Operational Management Committee on progress on a regular basis.

Operational Management Committee - 8 September 2020

3. To recommend to Council approval of a new fully funded capital scheme 'St Anne's Sea Wall' within the Council's Capital Programme for 2020/21 in the sum of £300,000, to be met in full, from the Environment Agency flood defence grant in Aid programme;
4. Subject to 1 above, approve the commencement of the proposed development studies as identified in the report in the sum of £300,000, with the works being funded from the Environment Agency flood defence grant in Aid programme;
5. To approve the procurement approach detailed in the report to use the Environment Agency's -National Framework to procure the consultants to deliver the development stage of the St Anne's Sea Wall project. To authorise that a contract(s) to be then entered into through the Environment Agency's National Framework for the Development Studies.

Community Focus Scrutiny Committee - 14 October 2010

To endorse the decision of Cabinet to adopt the policies set out in the North West England and North Wales Shoreline Management Plan for the Fylde coastline.

Cabinet- 15 September 2010

Adoption of the Shoreline Management Plan (SMP)

That subject to consideration and comment by the appropriate scrutiny committee to adopt the policies set out in the North West England and North Wales Shoreline Management Plan for the Fylde Coastline.

CORPORATE PRIORITIES

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

REPORT

BACKGROUND

1. In 2020 the Council were awarded £300k Pipeline acceleration funding to develop the St Annes Seawall Outline Business Case and supporting appendices to determine the preferred solution for maintaining the integrity of the strategically important 660 metre long Island headland to reduce the risk of coastal erosion and flooding to over 400 properties.
2. The project team comprising of the Head of Technical Services and the Council's Chief Engineer have been working with Jacobs Consulting Engineers and Volker Stevin, the contractor responsible for delivering the Fairhaven to Church Scar Coastal Defence scheme, on developing the Outline Business Case.
3. In March 2021 the Project Board was established, and Cllr John Kirkham was selected to join the Board to act as a Councillor representative to oversee the development of the project and report back to the Operational Management Committee on progress on a regular basis.

DEVELOPMENT OF THE PROJECT

4. During development of the Outline Business Case and prior to this, extensive consultation has been undertaken with residents, businesses, stakeholders, and visitors to the Borough. Three stakeholder consultations have been undertaken, the first on 2 April 2014, and the second on 25 February 2021 both of which outlined a long list of replacement coastal defence options. Following on from these the consultations, the long list of options was narrowed down from seventeen options, to a short list of eight. This was presented to the third stakeholder group on the 13 May 2021 with eight options being presented. The preferred option which was presented at this meeting, is detailed below.

Option 3 C -Basic Scheme + Amenity Enhancements + Beach Huts. This option enables the beach huts to be relocated during construction and then replaced, founded on rock fill. Impact on mini links golf course during construction but reinstated after construction. Potential loss of miniature railway or compromise solution with any one of the three amenities being reduced in scale or number or re-located.

5. Public consultation information on the preferred option was published on the Discover Fylde Website on Friday 14 May 2021 and the public was invited to send their comments via email. This resulted in an overwhelming response, so much so that the mailbox was temporarily closed on Monday 17 May 2021.
6. The consultation was then relaunched via an online form on Wednesday 26 May 2021, which asked the public to answer the following questions.

Do you support the proposal to replace the sea defences at the Island?

What do you like about the proposal?

What do you dislike about the proposal?

Do you feel that there is anything that has been missed, not included or should be improved?

7. The online form was closed fourteen days later on Wednesday 9 June 2021. In total there were 2,029 responses; 1,582 email responses from the initial consultation, and a further 447 responses to the online form.
8. The analysis of the responses to the public consultation was undertaken by ps research, and the Consultation Report is appended to this report, see appendix 1.
9. In summary the consultation reports findings are detailed below: –

The volume and strength of response should be recognised. The consultation received over 2,000 responses, both from local residents and those from further afield. 61% support the proposal to replace the seawall. More than half caveat their support with conditions or things they would like to see delivered. The strength of support appears greater amongst those living closest to the sea in the area. There is general acknowledgement that a seawall is needed to protect the town in the future. But many don't want to see local attractions and amenities lost as a result.

- The Miniature Railway dominated the consultation, particularly the early feedback by email.

- The main reasons people feel it is so important to retain the Miniature Railway is the impact it has on the history and character of St Annes, and that it is seen as a key attraction for the area.
- 1 in 10 would like more information on the plans and further public consultation opportunities.

10. In response to the consultation the project team have developed a hybrid option as detailed below:-

Option 3C - Basic Scheme + Amenity Enhancements + Beach Huts + Miniature Railway (minor adjustment) + Miniature Golf (Drawings B550X002-018 & 019). This includes an inshore unpaved extension of the promenade to accommodate the beach huts (which will reduce long term business compensation costs), glazed panels in place of a set-back wall around the boating lake (to minimise impact on sea views from The View café, as a result of defence raising), geotextile slope and planting to inshore existing ground level (to provide environmental enhancement and reduce costs compared with an articulated concrete block revetment or inshore stepped revetment). The beach huts, miniature railway (with minor adjustment) and golf course would all be affected during construction, but would be fully reinstated following construction. (See appendix 2 plans option 3 C outline design and cross section).

11. The hybrid option takes account of the feedback from the consultation process and is achievable within the Outline Business Case.

FINANCIAL IMPLICATIONS

12. The total initial capital cost for the whole scheme is estimated at £11,820,700. The breakdown of this is shown in table 1 below.

Table 1 – Project capital cost estimate

Cost Heading	Total £
Surveys, detailed design, consents, project management, supervision	845,000
Business support/disruption costs	600,000
Construction costs	8,797,400
Risk (defined by the Environment Agency Risk Analysis Tool with adjusted optimism bias)	1,578,300
Total capital cost	£11,820,700

13. The maximum Environment Agency grant available towards this project would be £9,520,700. Fylde Council's match funding contribution would be £2,300,000. Within this £2,300,000 contribution is an allowance of £600,000 for public realm amenity enhancements. The Public Realm costs only include to the rear of the proposed sea defences. Additional public realm funding would be required to take forward projects outside of this boundary for example, the Boating Lake. Such projects will be considered by the Island Master Plan when this is developed and adopted. The above costs include allowances for business support and disruption.

14. A breakdown of the capital funding strategy is detailed below in table 2: –

Table 2 -Capital funding strategy

Funder	Total £
Environment Agency grant	9,520,700
Fylde Council contribution (2023/2024)	2,300,000
Total capital cost	£11,820,700

15. The phasing of the project costs is estimated as shown below in table 3. Should the above project delivery timescales be met, is estimated that Fylde Council's contribution would be required during 2023/2024.

Table 3 – Phasing of project costs

2021/22	2022/23	2023/24	2024/25	Total
£600,000	£1,870,000	£7,480,700	£1,870,000	£11,820,700

16. The ongoing revenue costs to maintain the new seawall will be met from existing revenue budgets. Due to continued sea level rise it is anticipated that in year 50 the defences will need raising further. This will be the subject of a further bid to the Environment Agency or the appropriate government department/agency at the time.

PROJECT STAGES/NEXT STEPS

17. Delivery of this project can be split into 3 distinct phases as shown I table 4 below.

Table 4 – Phases of the project

Phase	Description	Status
Phase 1	Feasibility production of the outline business case	Complete
Phase 2	Planning Stage surveys, consents, licenses and applications and detailed design	About to commence
Phase 3	Construction	Commence January 2023

18. Phase 1 has now been completed and subject to Environment Agency approval of the Outline Business Case the Coastal Defence Team are keen to move to the Phase 2 Planning Stage.
19. The Phase 2 Planning Stage will consist of technical surveys including topographical, geotechnical, detailed design, ecological and bird surveys and Environmental Impact Assessment. It will include securing all the necessary licenses, consents and approvals including: Marine License, Planning Permission and Environment Agency Flood Risk Activity Permit (FRAP) licence.
20. This will require the continued secondment of the Chief Engineer onto the team in the role of Project Manager. This will be carried out on a phased basis, with 50% of his time during the initial Planning Stage, increasing to 100% by the time the project commences on site, and throughout the Construction phase.
21. It is proposed to manage the contract as a target cost contract, and this will require the engagement of an external Quantity Surveyor, and Assistant Project Manager/Site Supervisor. The external Quantity Surveyor will be procured under the Councils Procurement Regulations for Medium Sized Contracts. The Assistant Project Manager/Site Supervisor will be a direct appointment who will be retained for the construction phase of the project.
22. The Chief Engineer will commission and supervise the Geotechnical Investigation and Bird Surveys complying with the Councils Procurement Regulations and Contract Rules and Procedures.

Table 5 Planning and Construction Stage Costs Coastal Defence Team – included within total capital scheme costs

Project Team	Engagement of Project Manager	£153,000
	Engagement of Assistant Project Manager/Site Supervisor	£84,000
	Engagement of Quantity Surveyor	£88,000
Surveys	GI including consents, licences and application fees, supervision and contract admin	£110,000
	Total	£435,000

23. It is proposed to engage Jacobs Consulting Engineers under the Environment Agency's National Framework to deliver the Planning Stage as detailed below in table 6 up to a total value of £320k.

Table 6 Planning and Construction Stage Costs Jacobs Consulting Engineers – included within total capital scheme costs

Surveys	Topographic survey	£5,000
	Ecological	£10,000
	Environmental Impact Assessment	£60,000
Consents, Licenses and Applications	Marine Licence, planning application, S61 and other	£20,000
Detailed design and construction	Detailed Design	£175,000
Design support during construction		£50,000
	Total	£320,000

In addition, £40,000 has been budgeted from the £600,000 business disruption cost estimate to employ a team of Jacobs Estates Surveyors to assist in engaging and supporting existing businesses impacted by the works, from the initial Planning Stage through the Construction Stage and beyond.

24. It is proposed to engage Volker Stevin to undertake Early Contractor Engagement during the detailed design stage at a value of £90k as shown below in table 7.

Table 7 Planning Stage Costs Volker Stevin – included within total capital scheme costs

Detailed design and construction	Early Contractor involvement (ECI) During detailed design	£50,000
	Stakeholder engagement communications assistance during detailed design and construction	£40,000
	Total	£90,000

25. Ongoing business support and stakeholder engagement is an important element of the project and this will continue throughout the planning and delivery phases using a combination of the Council's Estates and Engineering team together with Jacobs and Volker Stevin's teams. The project team working with Jacobs Estates team have identified a £600,000 business support budget which will be in place to support the affected businesses throughout the Planning and Construction phases. This funding is required to be available during these stages and beyond.
26. The impact on businesses will be limited during construction by phasing the works to limit the impact during the summer trading season, and keep businesses trading where possible, and also to provide temporary car parking within the site, and to retain the RNLI in their current location during the proposed works.

PROCUREMENT AND VALUE FOR MONEY

27. The procurement approach to this project is detailed above in sections 21-24. The majority of the work will be commissioned using the Environment Agency's National Framework. This approach has worked well with the delivery of the Fairhaven to Church Scar Scheme, which helped deliver public value for money.
28. Appointment of the Coastal Defence team will be direct appointments to the Technical Services Department and will consist of a Project Manager and Assistant Project Manager until August 2024.
29. The appointment of the Quantity Surveyor and the commissioning of the geotechnical investigations will be procured through the Council's procurement regulations and contract procedure rules.

30. Procurement and engagement of the contractor for the works will be undertaken during the Planning Stage. This stage will also involve preparation of works information, preparation of drawings and contract documentation, and award of contract.

31. The Construction Phase is currently programmed to commence in January of 2023 and be completed by August 2024.

PROJECT/RISK MANAGEMENT

32. The project is being delivered in the PRINCE2 environment (Projects in Controlled Environments). PRINCE2 has an established project governance structure/specific project roles and responsibilities. The St Annes Seawall Project Board has now been established and currently meets up on a monthly basis continue meeting throughout the project.

33. A risk log is in continual development to identify and manage the anticipated risks to the project.

IMPLICATIONS	
Finance	The Council's approved capital programme includes the sum of £11,820,700 for delivery of the St Annes Sea Wall project, funded by Environment Agency grant of £9,520,700 and the Council's contribution of £2,300,000 towards the total project cost to be met from the Funding Volatility Reserve. This report seeks approval for the commencement of the Phase 2 Planning Stage of the project in the sums set out in the report totalling £845k (£600k in 2021/22 and £245k in 2022/23), subject to Environment Agency approval of the Outline Business Case.
Legal	None arising from this report
Community Safety	None arising from this report
Human Rights and Equalities	None arising from this report
Sustainability and Environmental Impact	None arising from this report
Health & Safety and Risk Management	None arising from this report

LEAD AUTHOR	CONTACT DETAILS	DATE
Paul Walker/Darren Bell	Paul.walker@fylde.gov.uk 01253 658431 darren.bell@fylde.gov.uk 01253 658465	24 June 2021

BACKGROUND PAPERS		
Name of document	Date	Where available for inspection
None		

Attached documents –

Appendix 1 – Consultation report

Appendix 2 – Plan of preferred option 3 C



St Annes Sea Wall

Analysis of responses to public consultation

June 2021



Contents.

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Background and context.

Background.

Fylde Council has obtained funding from the Environment Agency to develop a feasibility study to investigate various options for improving coastal erosion and flood risk management at Pleasure Island, St Annes.

A number of options are currently being considered, and following a consultation with over 100 stakeholders (local businesses and organisations), a preferred option was agreed.

Public consultation information on the preferred option was published on the Discover Fylde website on Friday 14th May 2021 and the public was invited to send their comments via email.

This resulted in an overwhelming response, so much so that the mailbox was temporarily closed on Monday 17th May 2021.

The consultation was then relaunched via an online form, which asked the public to provide answers to the following questions:

- *Do you support the proposal to replace the sea defences at The Island?*
- *What do you like about the proposal?*
- *What do you dislike about the proposal?*
- *Do you feel that there is anything that has been missed, not included or should be improved?*

The online form was closed on Wednesday 9th June 2021. All comments received via the email and via the online form have been analysed and included in this report. A further 27 comments sent via email after the 14th May and a letter from at.golf (MiniLinks) in support of the sea wall have been included in the analysis.

Context.

In total, there were 2029 responses: 1582 email responses and a further 447 responses to the online form. 203 respondents entered responses to both the email and online form (identified by duplicate email addresses). These 'duplicate' responses have only been counted once and are included in the online form data.

Any percentages reported should not be considered as representative of all residents in the borough and it should be noted that not all respondents are residents.

This report summarises the key themes amongst responses. All responses have been coded to identify these themes and example comments are used to illustrate them.

In the online form, respondents provided postcode data and analysis by postcode has been conducted and reported on when appropriate.

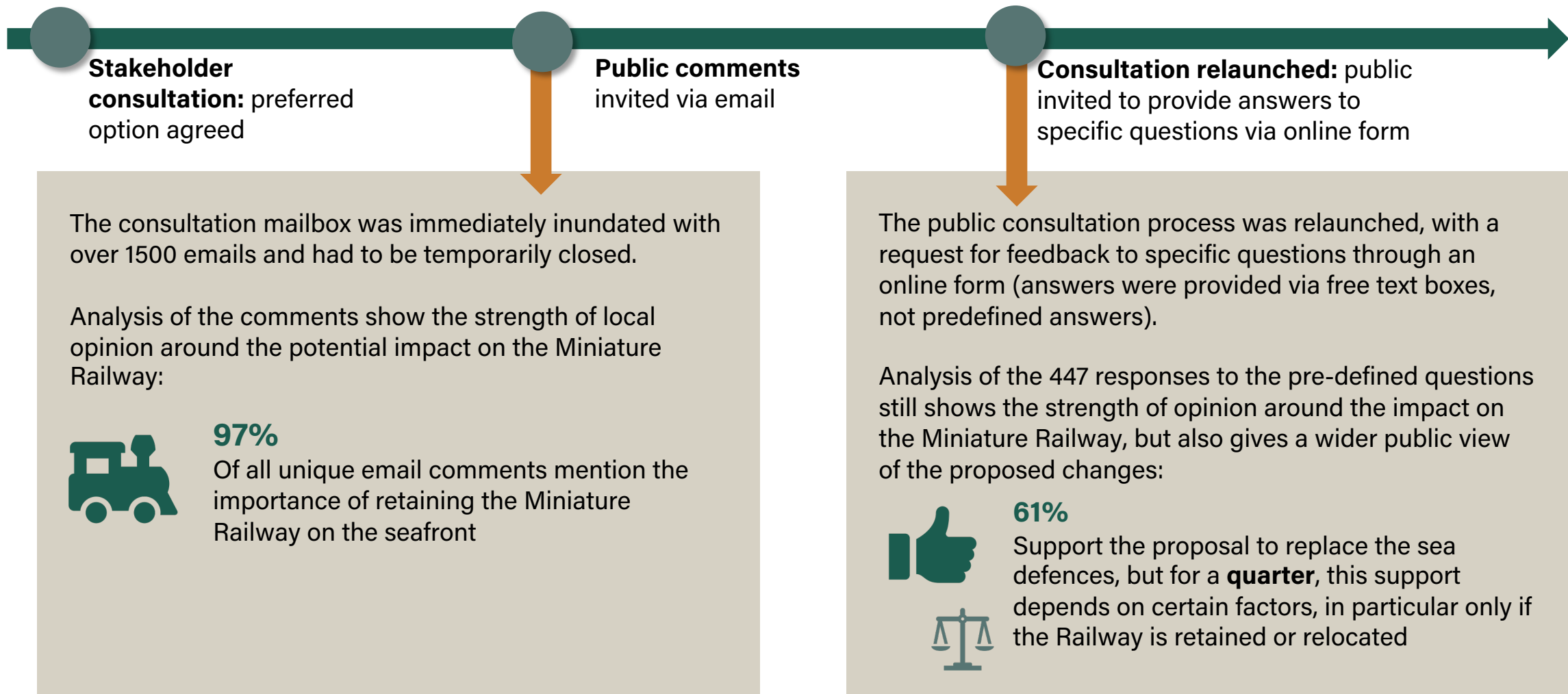
59% of all responses came from people living in the FY8 postcode area. The map across shows the geographical spread for all other respondents, demonstrating the wide-ranging interest in the consultation.

Where respondents live (excluding FY8)



Story of the consultation.

The consultation timeline.



Initial reaction.



1367

Unique responses to the email consultation

Key themes amongst the coded email responses:



97%

Of all email comments mention the importance of retaining the Miniature Railway on the seafront



Most common reasons given for why the Railway is so important to people:

- It is a key part of **St Annes history** and **unique character** (mentioned in 37% of comments)
- It is a **key attraction** (18%)
- It holds many **special memories** (17%)
- It is a key attraction for **families/children** (16%)



4 in 10

Are concerned the proposed option will affect the history and unique character of St Annes

Response to wider questions.



447
Responses to specific
consultation questions via
the online form



Level of support for the proposal:

61%
Support the proposal to replace the sea defences to
some degree, but for **a quarter** of all respondents
this support is conditional on certain factors, in
particular only if the Railway is retained or relocated

Main aspects people like about the proposal:



23%
Feel the sea walls need improving

21%
That it will protect the town from
future floods

Main aspects people dislike about the proposal:



83%
That the Miniature Railway will
be removed



18%
The impact on the other
seafront amenities

Putting it all together.



The volume and strength of response should be recognised.

The consultation received the best part of 2000 responses, both from local residents and those from further afield. Whether they support it or not, there is clear interest in the plans for a Sea Wall and the impact it could have on the area.



There is some support for a Sea Wall.

- When asked the question, 3 in 5 support the plans to some extent. More than half caveat their support with conditions or things they would like to see though.
- The strength of support appears greater amongst those living closest to the sea in the area.
- There is general acknowledgement that a sea wall is needed to protect the town in the future.



But many don't want to see local attractions and amenities lost as a result.

- The Miniature Railway has dominated the consultation, particularly the early feedback by email.
- The main reasons people feel it is so important to retain it are the impact on the history and character of St Annes and that it is seen as a key attraction for the area.



1 in 10 would like more information on the plans and further public consultation opportunities.



Feedback from email responses.

There is overwhelming support for the Miniature Railway to remain on the seafront.



Coded responses from email responses to the consultation (n=1367)

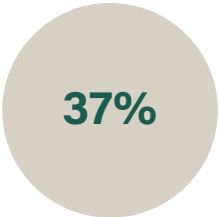
Many responses detail how the Railway is a part of St Annes history and character and is a key traditional attraction for both locals and tourists.



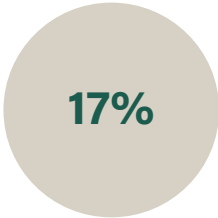
Many emails gave reasons for why they feel the Railway should be retained. The key themes amongst these comments are:



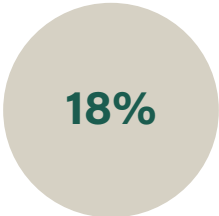
It is a key part of St Annes **history** and unique **character**



It holds too many special **memories** to be removed



It is a **key traditional attraction** for locals and tourists



It is a key local activity for **families/children**



Coded responses from emails (n=1367)

The importance of the train: example comments from the email responses.



“ Do not get rid of St Annes Miniature Railway. A real piece of our history and an attraction for locals and visitors alike.

”

“

I am totally against any plan that will remove the miniature railway and close down a family business. This railway is part of St Annes history and gives pleasure to so many local and visiting child and their parents. We are a seaside town that needs attractions for our visitors and removing one doesn't make sense.

”

“ This train carries a lot of memories for a lot of people who still live in St Annes. People enjoy and look forward to bringing their own children to ride the train. If that goes, what would attract tourists to that part of the promenade?

”

“ I don't live in St Anne's but travel to take my grandchildren to this area specifically because it is a great area for children. They all love the train. To remove this will also remove one of the reasons that families visit your town as being honest there's not much else to attract families other than the beach. It's part of the town and should remain.

”

“

I think the train track should be kept as part of the history and heritage of the attractions of St Anne's. For something to be taken away that forms part of people's memories and traditions is really sad and things like this should be celebrated and developed in order to keep for future children to enjoy.

”

The concern about the impact on St Annes' history and character is also a wider concern amongst respondents.



Other, less prominent themes amongst the email comments include:



7% mention the need to find a solution that does not affect any seafront amenities, including the **golf** and **beach huts**



A further **6%** of comments (not specific to the removal of the railway) relate to the concern that proposed changes will further erode the **history** and unique **character of the town**



6% say they support the need for a new sea wall in principle



2% feel that there is either no need for a new sea wall and that the area rarely floods

Coded responses from emails (n=1367)

Example comments from the email responses.



“ As a local resident I think it's important to retain the family heritage on the front at St Annes. It should not be overlooked that these long loved activities have provided so much family fun and joy for both local and visiting families young and old. I am sure that it also encourages tourism offering a different holiday than that offered in Blackpool. The pitch and put golf, miniature railway and trampolines provides a great alternative to the beach and the St Annes pier for families. Whilst I am all for modernization, in this case , I feel that these activities support traditional family tourism and distinguish St Annes from other seaside resorts. ”

“ I don't understand at all why a sea wall needs to be built in that location - what a complete waste of money when it must have flooded a handful of times in a 100 years? Even if there was a freakish high tide/storm then the mini links acts as a natural sea defence. The worst comes to the absolute worst then the beach huts should be moved and a defence could be built there. ”

“ Whilst improvements to the seafront at St Annes are welcome, removing facilities such as the miniature railway is a retrograde step, akin to the previous “improvements” to the prom which robbed the town of traditional facilities which are now very much in vogue. ”

Some points raised, whilst not made in volume, reflect on the potential wider impact of the proposed changes.



A range of comments were made on the negative impact on:

- The local economy of removing key attractions
- Residents and local businesses whilst the changes are made
- The quality of the view

Some respondents question the need for the sea wall to be so high and are not convinced that St Annes is in danger of flooding now or in the future

Parents of some children with physical and/or learning disabilities mention that the train is one of the only accessible activities for their children in the area

A number of families commented that they have scattered the ashes of loved ones at the site of the Railway

Some respondents would like more information and for further public consultation to take place

A minority of respondents made suggestions as to how the proposed plans could be changed or improved.



Wider modernisation and investment

- Invest more in the railway and extend it along the coast
- Upgrade the trampolines
- Simply repair and renovate the current sea walls
- Invest the money in a wider regeneration of the town instead



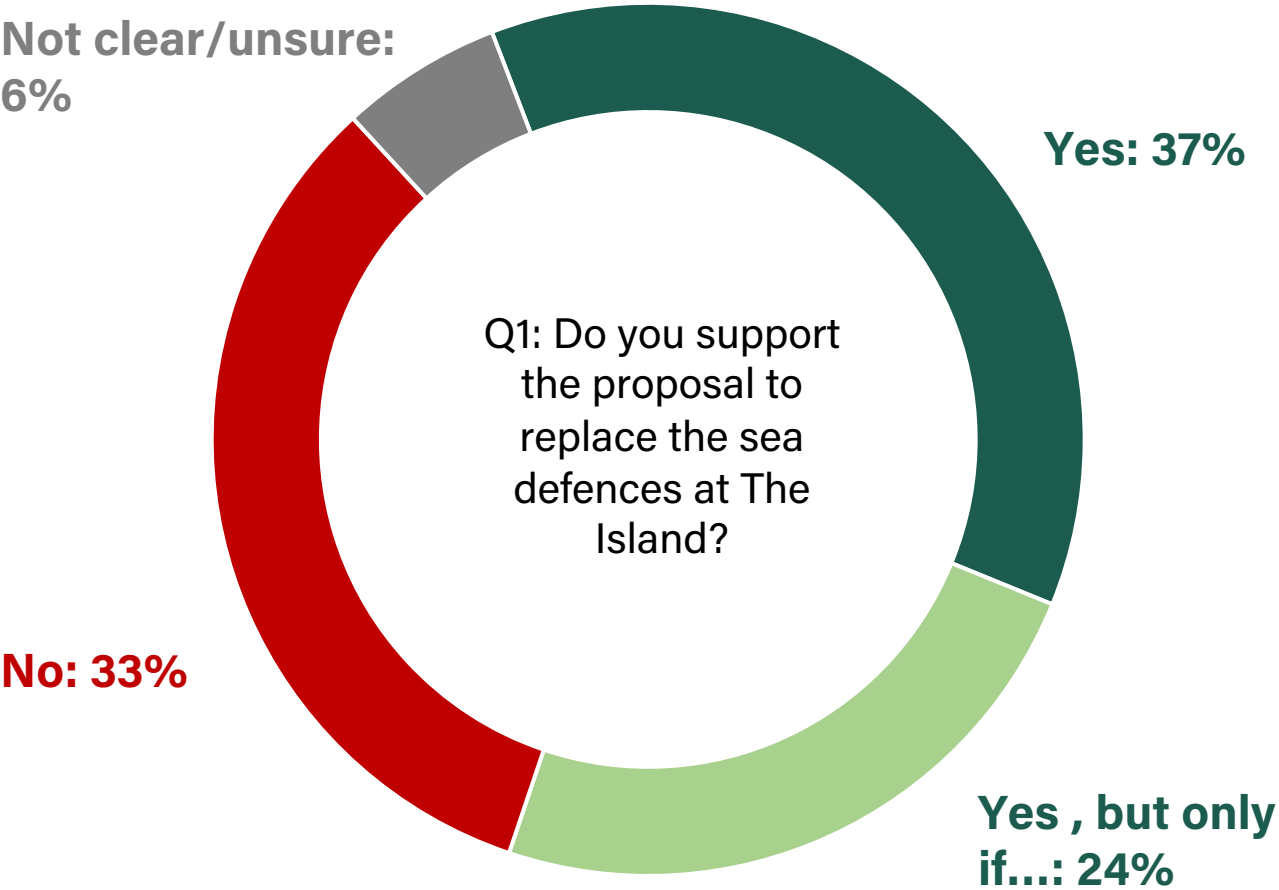
Change the design

- Differentiate St Annes from the other recent sea wall developments, e.g. in Fairhaven
- Include railings to make the design safer
- Move the beach huts and reduce the size of the golf rather than the railway



Feedback from online form responses.

6 in 10 support the overall idea to replace the sea defences, with this support conditional for a quarter.

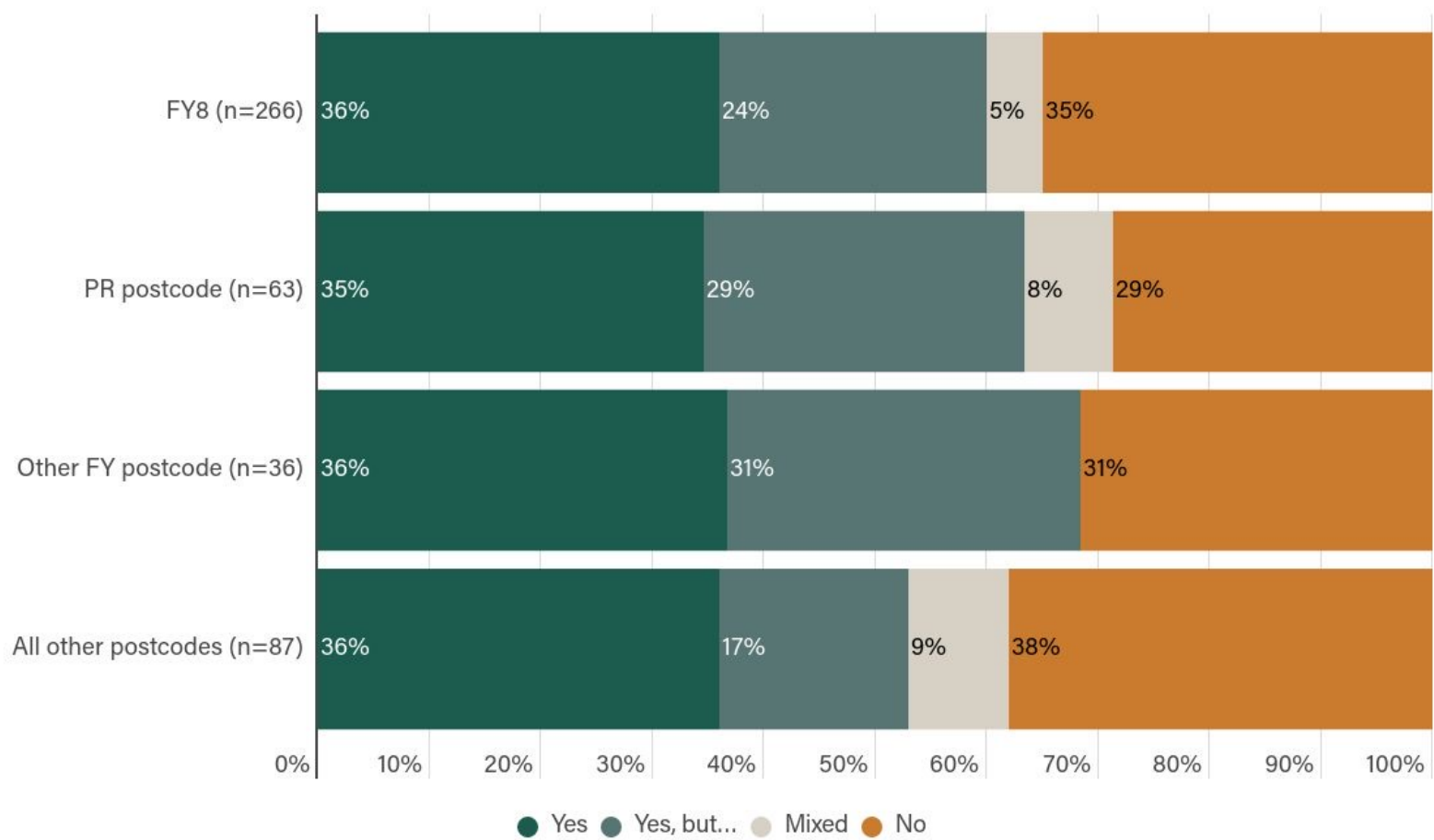


Respondents were given an open text box to record their response, and were not asked to give a reason for their support or objection.

However, many respondents did give more context to their responses which can be seen later in this report.

Coded responses from answers to the online form (n=447)

There are few differences in the level of support when we look at the location of respondents.



The proportion of respondents indicating overall support for the plans is virtually the same across all location areas.

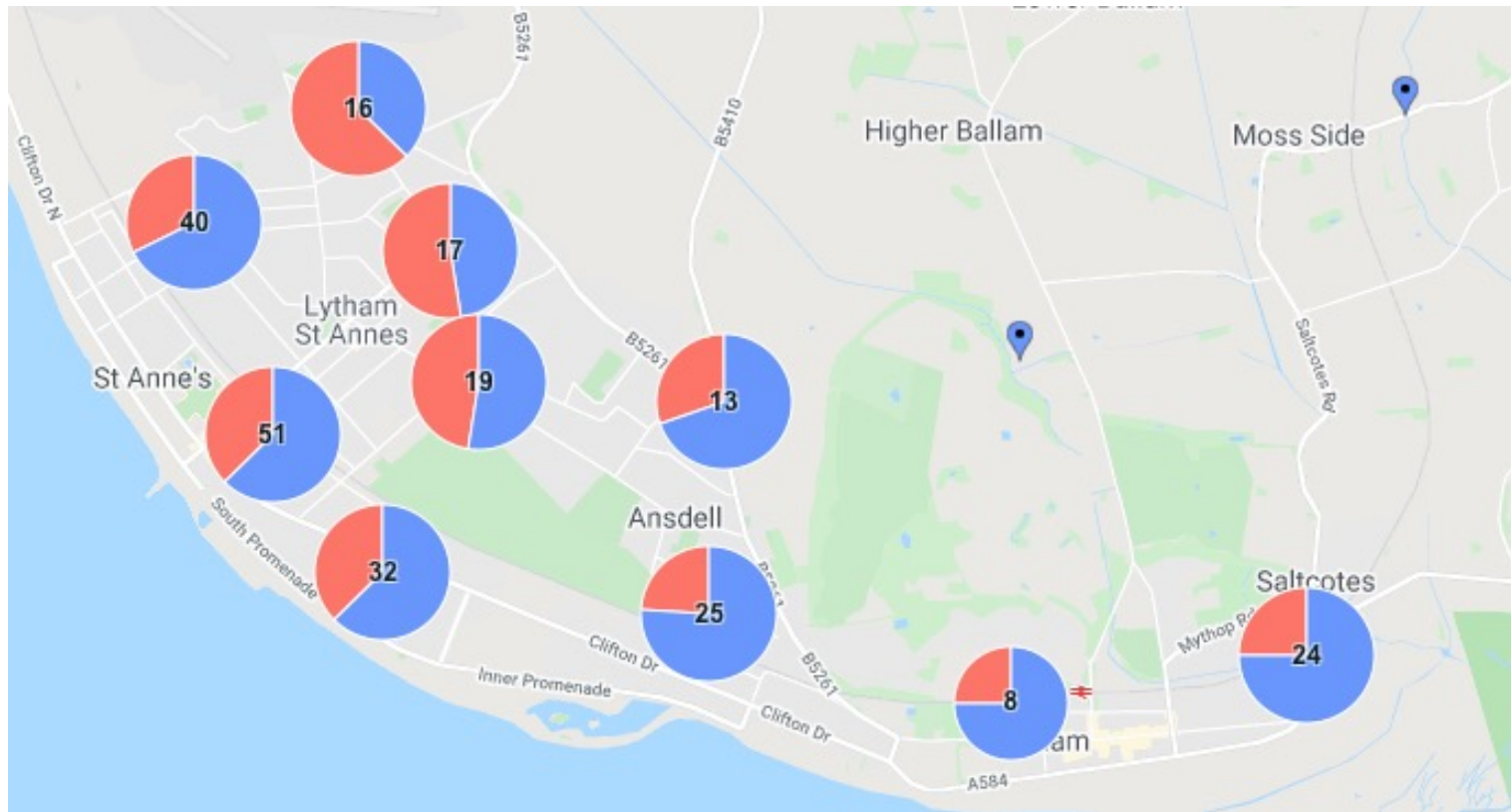
Those responding from postcode areas outside of FY and PR appear slightly more likely to be against the proposals, although this is not statistically significant.

Coded responses from answers to the online form (breakdown of 'n' totals in the chart)

But those living closer to the sea appear more likely to support the proposals.



Support the proposals to some extent | Do not support the proposals



This map shows whether or not respondents from the FY8 postcode area indicated overall support for the proposals.

Focusing around Lytham and St Annes, those who live closer to the sea appear more likely to support the proposals (blue), whereas those further inland appear more likely to oppose the plans (red).

Map generated using BatchGeo on 18 June 2021

Of those caveating their support, **64%** state they would not support a proposal that results in the loss of the Railway.

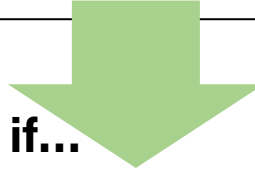


Yes: 37% indicated their support without detailing any reasons/conditions

Yes, but only if: 24% indicated that their support is based on certain conditions

No: 34% indicated that they do not support the proposal

Yes, but only if...



...the Railway is not removed

64% of these respondents say they are not in favour of a proposal that would result in the loss of the Miniature Railway



...it doesn't impact any seafront amenities

30% of these respondents say they are not in favour of a proposal that impacts negatively on any of the key seafront attractions/amenities, including the railway, golf and beach huts

Coded responses from answers to the online form (n=109)

Overall support: example comments from online form responses.



“ I support trying to update the sea wall but not at the cost of losing the miniature railway. I have very fond memories of riding on this train when I was a child and also taking my children on for rides and now my grandson. It is a local heritage and should be made so. ”

“ Yes but it is not absolutely necessary. The only flooding has been in the car park and that was because the drains were blocked. So I only support the proposal if an option is chosen retaining the miniature railway ”

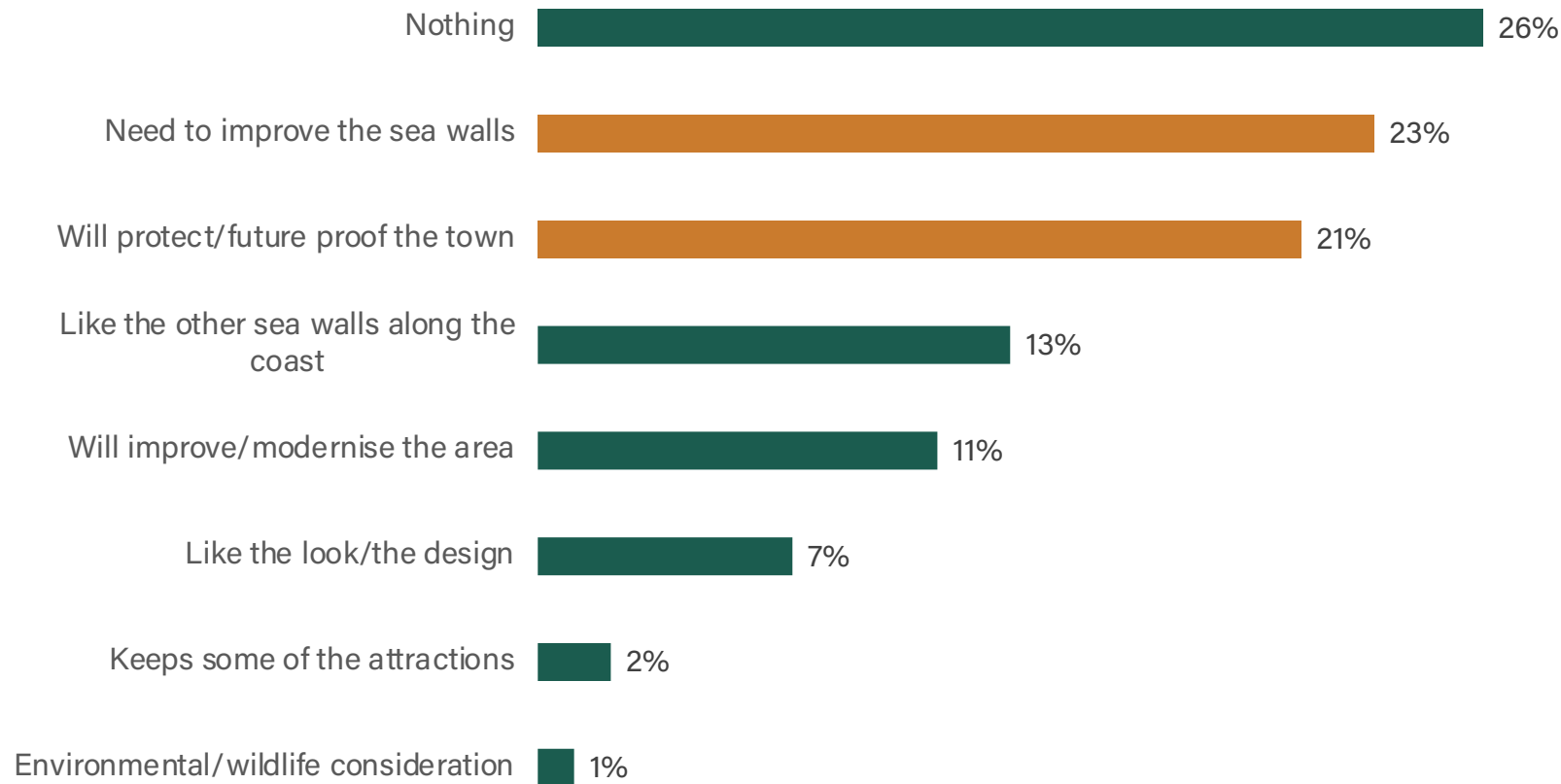
“ Absolutely. Yes. The work at Fairhaven lake is magnificent and it would be wonderful to improve the St Anne's sea defences in the same way. After seeing what you've done at Granny's Bay, I know you will do the work beautifully. ”

“ Somewhat, it is good to protect the front from flooding, although I've lived in St Anne's 14 years and don't seem to recall flooding as a common occurrence, there needs to be consideration for the local businesses, ie the miniature train, I feel if it was a large corporation with a business there they would be protected. The train needs either needs funding to work with the new defense or the defence altered to keep the train. ”

The most liked aspects are that the sea wall will be improved and will protect the town from future floods.



Q2. What do you like about the proposal?

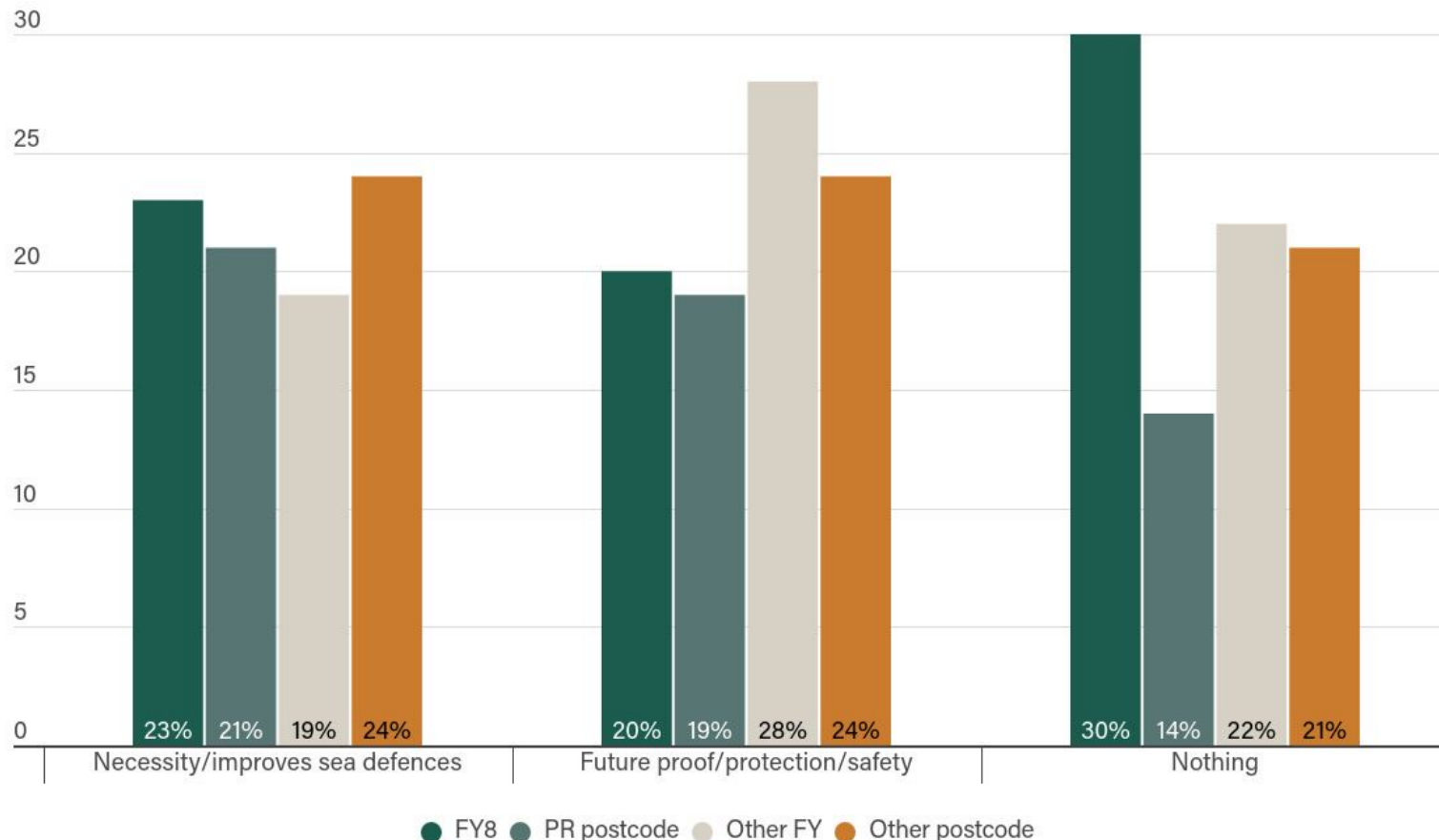


Respondents were given an open text box and asked to comment on what aspects they like about the proposal.

- Just over a quarter (26%) said they don't like any aspects of the proposal
- Around a fifth (23%) feel that improving the sea walls needs to be done
- Around a fifth (21%) like that it will protect the promenade and town from future flooding
- Just over 1 in 10 (13%) mention that they like the other sea wall improvements, such as at Granny's Bay and Fairhaven

Coded responses from answers to the online form (n=447)

Local people in FY8 were more likely than others to say that there is nothing they like about the proposals.



Looking at three key themes from the coding of question 2 (what people like about the proposal):

- Those outside of the area (both in other FY postcodes and further afield) appear more likely to recognise the importance of future proofing, protection and safety in the proposals
- 3 in 10 of those most local in FY8 indicated that there is nothing they like about the proposals

Coded responses from answers to the online form (n=447)

Aspects liked: example comments from online form responses.



“ It is important to protect St Anne's from further floods, but maybe you could find another way....one that doesn't result in the destruction of a much loved attraction - the miniature railway holds many fond memories for so many people. ”

“ It brings no benefits whatsoever, you can't even design a different prom - the same as Lytham the same as Fairhaven - wow the variety will excite visitors to the town. Yes Lytham and Fairhaven are good, but same again? Where it is not needed? ”

“ I'd like to see a headland built out as they've done in Blackpool and the area developed along the promenade from the pier to Fairhaven including a train along that stretch. The two areas should be connected and would be a massive attraction to the area. ”

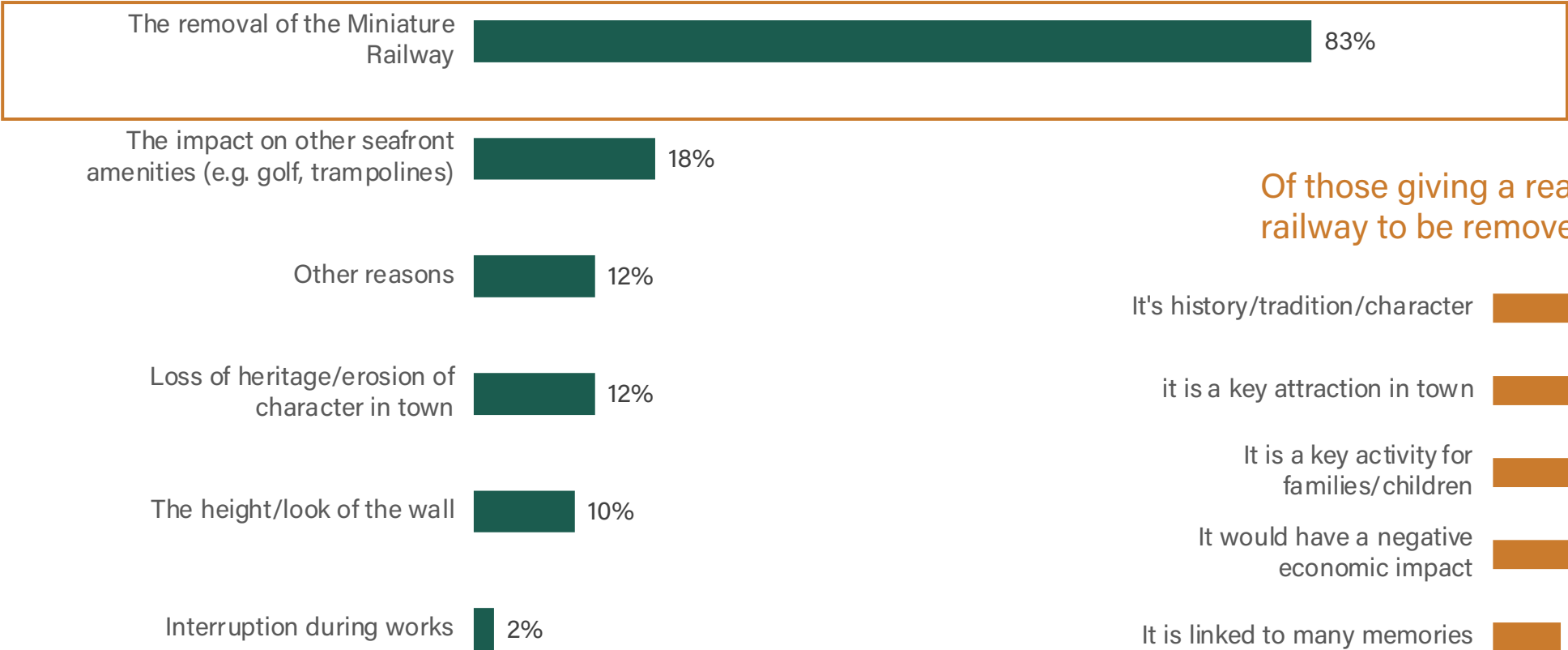
“ I like the improved beach access by the step feature like Granny's Bay. Also will give improved protection for nearby properties. ”

“ The step system similar to Fairhaven will greatly enhance the area and improve the view. This will also attract more tourists to the area. ”

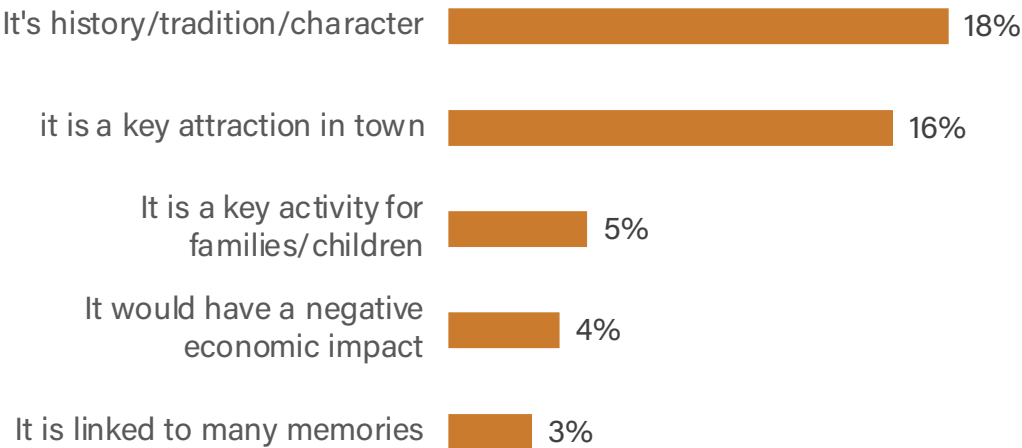
The removal of the Railway is by far the most disliked aspect of the proposal: 8 in 10 say they dislike this.



Q3. What do you dislike about the proposal?



Of those giving a reason for not wanting the railway to be removed, the key themes are:



Coded responses from the open text answers to the online form (n=447)

Coded responses (all those mentioning the railway, n=369)

Aspects disliked: example comments from online form responses.



“ The proposed height is too much, I also consider a sea defence like Fairhaven to be dangerous. If someone were to be knocked over by the cyclists travelling at speed there is nothing to stop them falling down the whole defences to the beach. Similarly strong winds could cause someone to stumble and fall with nothing to stop them. ”

“ It will completely take any charm that our promenade has away. We are a gorgeous Victorian town and more and more our heritage is being stripped. Why would we want to look the exact same as everywhere else? Why would anyone bother visiting a town that looks a complete carbon copy of the surrounding towns? ”

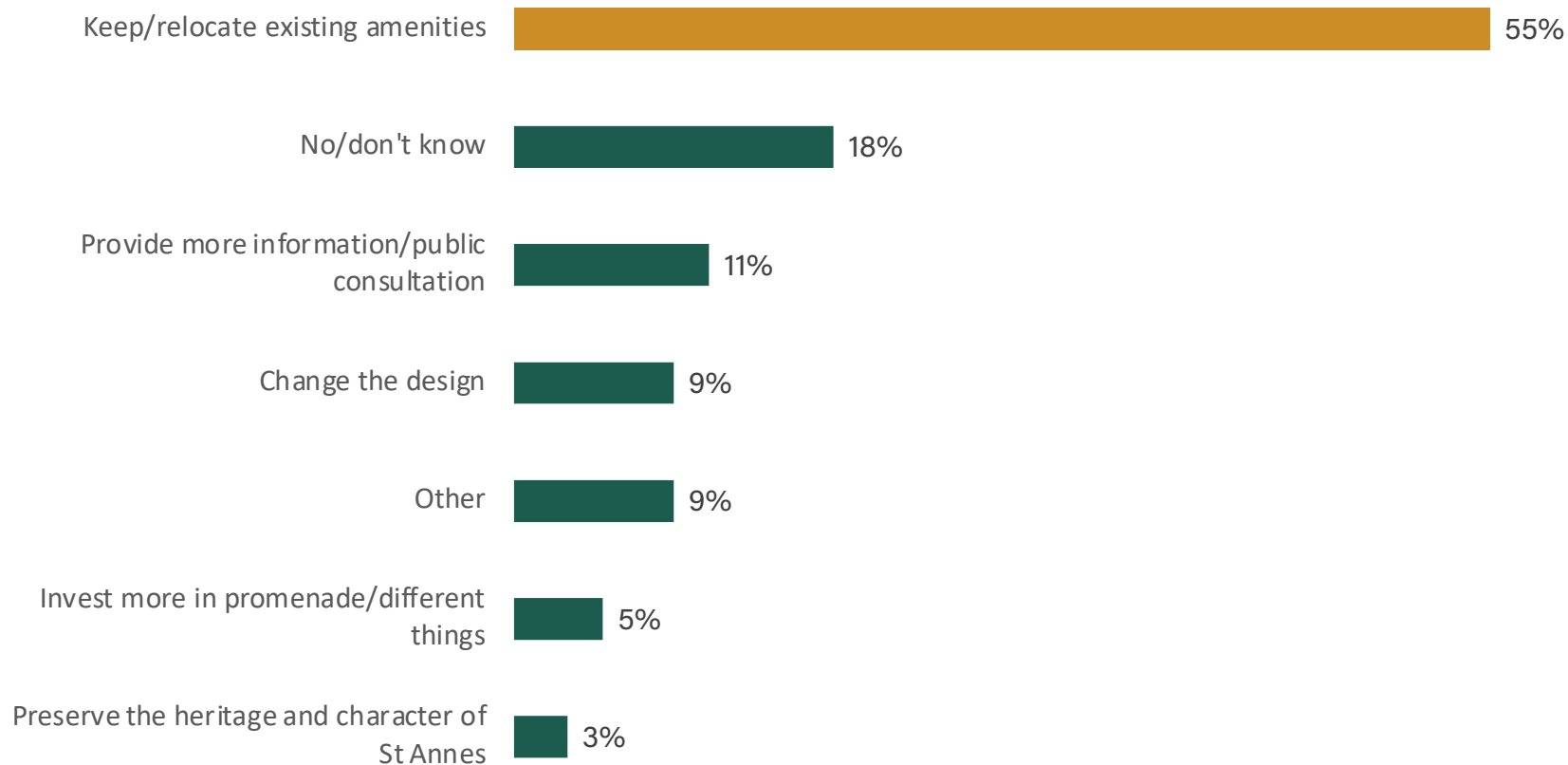
“ Possible loss of leisure amenities, particularly the miniature railway. This is part of St Annes heritage, enjoyed by many generations and it is important to keep it. Tourists visit to enjoy the beach huts, golf & railway. To lose these, even temporarily, would surely affect the economy generally. ”

“ Not replacing the track for the miniature railway. It is disgraceful to give preference to the beach huts which have only been there for a few years over the train which has been there for over 50 years and is iconic in St Annes. ”

Over half of respondents would like existing amenities to be included in the plans.



Q4. Do you feel that there is anything that has been missed, not included or could be improved?



Respondents were given an open text box and asked to comment on what they feel has been missed, not included or could be improved.

Over half (55%) mention the need to keep or relocate the existing amenities, in particular the Miniature Railway.

Almost a fifth were either unsure or did not feel anything had been missed or could be improved.

Just over 1 in 10 feel more information should be provided and/or that further public consultation is needed.

Coded responses from answers to the online form (n=447)

Things to include or improve: example comments from online form responses.



“ There is a fantastic opportunity to enhance the overall "seafront visitor experience", an opportunity that should be fully explored and planned in detail as part of an overall bigger picture. ”

“ Picture 38 on page 19 is a shot of the beach. What will happen to the beach when the defences are put in place? Will there be any dry sand? How will the main beach be effected? Will there be railings to prevent small children just toppling down the steps? Will there be railings on the steps to help people with mobility issues? Will there be wheelchair/pushchair access? ”

“ I accept that the sea wall needs replacing but more effort and thought should be put into having the miniature railway & other amenities placed elsewhere- maybe running along to Fairhaven or something. There's massive public opinion the railway should stay - it's one of the things St Annes is known for . The council have got rid of many structures / attractions over the years which have been a mistake . ”

“ It brings no benefits whatsoever, you can't even design a different prom - the same as Lytham the same as Fairhaven - wow the variety will excite visitors to the town. Yes Lytham and Fairhaven are good, but same again? Where it is not needed? ”

There are some points raised by smaller numbers of respondents throughout the online form.



And these are very similar to those raised in the email feedback

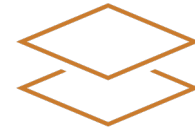


A range of comments were made on the negative impact on:

- The local economy of removing key attractions
- Residents and local businesses whilst the changes are made
- The quality of the view



Parents of some children with physical and/or learning disabilities mention that the train is one of the only accessible activities for their children in the area



Suggested improvements include:

- Invest in other areas, such as an outdoor pool and providing toilets
- Improve the accessibility within the design, e.g. include railings, ensure there is wheelchair access
- Use less concrete in the design

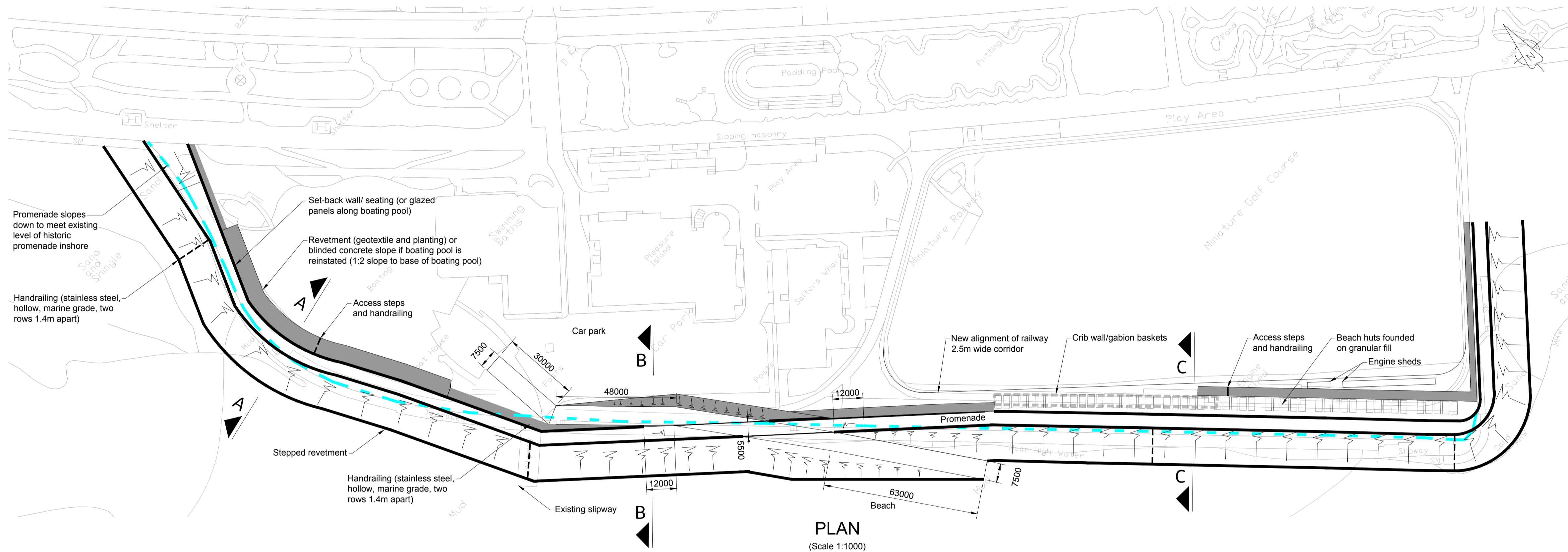


Prepared by Emma Slater and Adam Pearson.

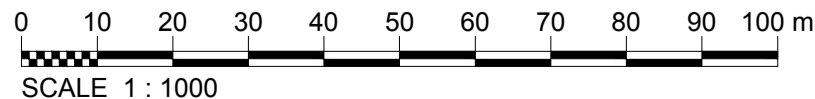
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It all starts with good research.

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PLAN
(Scale 1:1000)



- Notes:
- All dimensions in millimetres unless otherwise stated
 - All levels to Ordnance Datum Newlyn

Key:

Pleasure Island
Complex Seawall

Rev	Rev. Date	Purpose of revision	Orig	Check'd	Rev'd	Appr'd
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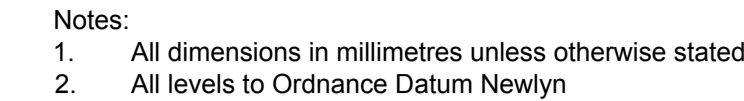
Project
St Annes Seawall
Outline Business Case

Drawing title
Outline Design
Option 3C
General Arrangement

Drawing status	FOR REVIEW AND COMMENT	Suitability	S03
Scale	1:1000@ A1	DO NOT SCALE	
Jacobs No.	B550X002		
Client No.			

Drawing number
B550X002-018

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DECISION ITEM

REPORT OF	MEETING	DATE	ITEM NO
DEVELOPMENT SERVICES DIRECTORATE	OPERATIONAL MANAGEMENT COMMITTEE	14 JULY 2021	5
PERMISSION TO REVIEW TRO OBJECTIONS			

PUBLIC ITEM

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

SUMMARY

During the committee meeting of 16th June it was resolved to implement a variety of changes to the overnight motorhome parking scheme. To implement these changes the car park Traffic Regulation Order (TRO) needs to be amended. This process requires the proposed amendments to be advertised with the opportunity for members of the public to object to them. Before the order can be finalised any objections need to be reviewed. The committee is requested to delegate this responsibility to the Director of Development Services to enable the proposed changes to be implemented as soon as possible.

RECOMMENDATIONS

The committee is requested to:

1. Delegate authority to the Director of Development Services to review any objections to the proposed amendments to Fylde Council's car park Traffic Regulation Order as agreed at the Operational Management Committee on 16th June 2021.
2. Should the Director of Development Services deem an objection merits the proposals being varied, this will be agreed in conjunction with the Chair of the Operational Management Committee.

SUMMARY OF PREVIOUS DECISIONS

Operational Management Committee at its meeting on the 16 June 2021 resolved;

3. Agree to changes to the overnight motorhome parking scheme including:
 - a) On St Annes Swimming Pool Car Park limit the maximum number of motorhomes allowed to stay overnight to 7; restricted to the existing oversized bays whilst parked overnight with a maximum length of 8m.
 - b) Where overnight motorhome parking of motorhomes is limited to certain bays, all other vehicles to be excluded from parking in those bays.
4. Overnight motorhome parking would be introduced, for a 12 month trial, on North Promenade and St Paul's Avenue Car Parks with conditions and tariffs set as detailed in the report.

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

REPORT

- 1) At the Operational Management Committee meeting of 16th June 2021 it was agreed to implement changes to the overnight parking scheme. For these changes to be implemented and enforced against, the Traffic Regulation Order (TRO) needs to be amended to reflect the changes. The current order and associated amendments can be found at [Traffic Regulation Orders | Traffic Penalty Tribunal](#).
- 2) To amend the TRO the proposed changes need to be advertised via a Notice of Proposals in printed media and at the locations affected by the changes. As such an advert was published in local newspapers on 1st July and the same information displayed on the car park tariff boards. The Notice of Proposal directs individuals to view the Draft Order on the Council's website [Traffic Orders \(fylde.gov.uk\)](#). Members of the public are invited to submit objections in writing within 21 days of the notice being published.
- 3) After 21 days any objections should be reviewed before the Order is finalised and a Notice of Making is advertised. Under the former cabinet system this would have been referred to the relevant portfolio holder. However under the committee system this would be done by the Operational Management Committee/car park working group. This would delay the implementation of the changes until after the current summer season has concluded.
- 4) To enable the proposed changes to be implemented at the start of the summer season, the committee is requested to delegate authority to review any objections received to the proposed amendment to the TRO to the Director of Development Services.

IMPLICATIONS	
Finance	The previous committee report (16/06/21) detailed that the proposed changes to overnight motorhome parking will incur costs of approximately £2,000 and potentially will result in a reduction in annual income of £10,000 to £15,000. These changes will be reflected in futures updates of the medium-term financial strategy and any potential implementation delays will be re-phased accordingly.
Legal	To implement the proposed changes to the overnight motorhome parking scheme the car park Traffic Regulation Order will need to be varied.
Community Safety	There are none arising directly from this report
Human Rights and Equalities	There are none arising directly from this report
Sustainability and Environmental Impact	There are none arising directly from this report
Health & Safety and Risk Management	There are none arising directly from this report

LEAD AUTHOR	CONTACT DETAILS	DATE
Andrew Loynd	andrew.loynd@fylde.gov.uk , 01253 658 527	02/07/21

BACKGROUND PAPERS		
Name of document	Date	Where available for inspection
Committee Report	16 June 2021	Operational Management Committee