



Meeting Agenda

Planning Policy Scrutiny Committee
Lowther Pavilion, Lytham
11 April 2007, 10:00am

PLANNING POLICY SCRUTINY COMMITTEE

MEMBERSHIP

CHAIRMAN - Councillor Kevin Eastham
VICE-CHAIRMAN – Councillor Colin Walton

Councillors

John Bennett	Harold Butler
George Caldwell	Trevor Fiddler
Raymond Norsworthy	Heather Speak
William Thompson	

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CORPORATE OBJECTIVES

The Council's investment and activities are focused on achieving our five key objectives which aim to :

- Conserve, protect and enhance the quality of the Fylde natural and built environment
- Work with partners to help maintain safe communities in which individuals and businesses can thrive
- Stimulate strong economic prosperity and regeneration within a diverse and vibrant economic environment
- Improve access to good quality local housing and promote the health and wellbeing and equality of opportunity of all people in the Borough
- Ensure we are an efficient and effective council.

CORE VALUES

In striving to achieve these objectives we have adopted a number of key values which underpin everything we do :

- Provide equal access to services whether you live in town, village or countryside,
- Provide effective leadership for the community,
- Value our staff and create a 'can do' culture,
- Work effectively through partnerships,
- Strive to achieve 'more with less'.



A G E N D A

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2. CONFIRMATION OF MINUTES: <i>To confirm as a correct record the Minutes of the Planning Policy Scrutiny Committee held on 8 February 2007 attached at the end of the agenda.</i>	4
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REPORT



REPORT OF	MEETING	DATE	ITEM NO
STRATEGIC PLANNING AND DEVELOPMENT	PLANNING POLICY SCRUTINY COMMITTEE	28 TH MARCH 2007	4

Static Caravans: Various Issues

Public/Exempt item

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

Summary

To identify some issues around the use of static caravans as permanent living accommodation.

To make recommendations to the Portfolio Holders in respect of issues relating to the use of static caravans within commercial sites in the borough.

Recommendation

That Members consider the content of the report and identify to the Portfolio Holders:

- what the main concerns are;
- what outcomes are to be achieved;
- how these are to be addressed and delivered; and
- if necessary whether additional resources are to be made available.

Cabinet Portfolio

The item falls within the following executive portfolios:

Development and Regeneration

Councillor Roger Small

Community and Social Wellbeing

Councillor Patricia Fieldhouse

Culture and Tourism

Councillor Simon Renwick

Report

Background

In September 2003 the former Economy and Development Committee established a task and finish group to make recommendations based upon the following terms of reference.

1. The number and distribution of residential caravans in the Borough;
2. The number of static holiday caravans currently being used as residential caravans, contrary to planning permission conditions;
3. An assessment of the effect of the above on local services and facilities;
4. An assessment of the implications of the above on the Council's housing policy;
5. The social and health implications of people, including elderly people living in residential caravans on sites normally away from essential facilities;
6. The resources needed to undertake the necessary background work;
7. The likely effect if enforcement was undertaken on a large scale in respect of caravans being used unlawfully for residential purposes.

A number of meetings of the task and finish group took place, not all of which were minuted. The last minuted meeting took place on the 13th May 2004 which referred to outcomes being reported back to a future meeting. It is understood that a further meeting did take place (un-minuted), but that resolution of the issues raised by the terms of reference were never formally resolved.

The Committee Structure changed in the period after the above date and the issues to date continue to be unresolved.

Current Position

Some Members have again expressed concerns relating to static caravans a number of related issues are described in this paper to allow the Committee to consider whether it wishes to reopen consideration of any of the matters listed and recommend to the relevant portfolio holders that further work is undertaken.

There are 28 caravan sites in the borough which are currently licensed for some 3,038 static holiday caravans.

There are 32 caravan sites which hold licences for 662 static residential caravans.

Three sites hold licences for 55 chalets.

Additionally, there are 17 sites which hold licences for some 746 touring caravans

Some of the sites hold licences for more than one type of caravan.

A number of issues have been identified in connection with the occupation of static caravans. These are rehearsed below. There may be other issues of which Members are aware.

Enforcement

From time to time, allegations are made that people are living virtually full-time in static caravans licensed and with planning permission for holiday use only.

From a planning perspective Policy TREC 6 of the Local Plan requires a six week period when static holiday caravan sites must be closed (in order to prevent full-time occupation). However, it is commonly believed that some people take up other temporary housing in this period (including extended holidays) and return to the holiday caravan after the six week period.

We do not know the extent of this problem. However, it is accepted that something of a problem exists since examples come to light occasionally to Council officers in different sections e.g. Council Tax, Housing Benefits, Environmental Health, Housing and Planning.

There are no comprehensive monitoring arrangements in place to ensure that all holiday sites actually close for the prescribed period.

There are a number of factors which would hamper a proper structured investigation of the issue:

- Some caravan sites may have been established before there was a requirement to obtain planning permission. It may be difficult to adduce any legal difference in caravans used for residential or holiday uses since there would be no planning permission or planning conditions.
- Some caravan sites with historic planning permissions may have conditions which are unenforceable due to inadequate wording. It would be contrary to the public interest to advertise this fact.
- The occupation of some holiday caravans may be immune from enforcement due to the length of time of unlawful occupation.
- Even where the conditions are enforceable (more likely to be on more recent consents) it would be possible to undertake some investigative and possibly enforcement work. This would be a matter for the Council's enforcement officers, but could involve very significant staff resources. For instance, if people were actually living in holiday caravans full time, it would be an easy matter for them to give fictitious home addresses (e.g. the address of a relative) and it would be very difficult matter if not impossible to disprove such an assertion.
- Even if enforcement action could be taken, this could result in a person or family being made homeless. First of all this could place the Council in a poor light (in terms of public perception). Secondly, there may be legal ramifications of making persons homeless.

Council Tax

Generally speaking, those people who reside in 'lawful' residential caravans pay Council Tax. There is no problem in this respect. Where people 'unlawfully' reside in holiday caravans, they generally do not pay Council Tax unless they are identified and own up to the situation. Where this happens, persons may be paying Council Tax in respect of a holiday caravan which should not be being used for residential purposes.

Occasionally, a person may be paying Council Tax direct to the Council and also paying business rates indirectly through the site owner.

Obtaining Council Tax payments from persons residing in holiday caravans would be difficult because the Council would have to prove that the caravan was the main place of residence.

There is no Council policy which seeks to address unlawful occupation of a caravan and the payment of Council Tax.

Housing Benefits

Occasionally persons residing in holiday caravans will apply for housing benefit, again suggesting that the caravan may be the main place of residence.

The Housing Benefit's Section believe that there is a significant number of people lawfully claiming Housing Benefit who are residing in holiday caravans. There are no available statistics on this issue.

There is no Council policy which seeks to address unlawful occupation of a caravan and the payment of Housing Benefits.

Health, Social Wellbeing and Homelessness

Many people retire to residential and 'holiday' homes on sites in rural situations away from main services. After a number of years, due to age and infirmity of the person, or the deteriorating condition of the caravan, continued residence can become difficult. This places additional pressures on the providers of health and social services. Ultimately, this could increase the number of persons who present themselves as homeless to the Council. The view of the Housing Section is that this aspect should not be underestimated and that the potential resource implications should be fully recognised.

If the Council accepts a duty to house people (such as the elderly with health problems) it would have to accommodate them until they are rehoused by New Fylde Housing Association. That body currently has over 4,000 on the waiting list with only an average of 200 properties a year coming up for letting.

In the meantime whilst such persons would claim Housing Benefit whilst in temporary accommodation, the shortfall is often subsidised by the Council.

There may also be Human Rights Act implications if enforcement action is taken which deprives someone of their permanent home as this could be seen to be in conflict with Art 8 (right to respect of home and family life).

Housing Improvement Grants

The Council pays housing improvement grants and disabled facilities grant to people in residential caravans. It is understood that grants are only paid to persons who reside in residential caravans occupied lawfully.

Tourism

If significant numbers of people are permanently residing in holiday caravans, then there may be an argument to suggest that the 'tourism offer' of the borough is being diminished, and that this in itself requires attention.

There appears to be a trend towards the conversion of existing touring sites to holiday static sites, presumably because the latter are more profitable. This could increase the potential for such caravans to be occupied unlawfully in the future.

There is currently a lack of knowledge about the degree of demand and occupancy of touring sites which makes it problematic to determine planning applications for conversion to static holiday sites.

Conclusion

There are thus a number of issues stemming from the use and occupation of static caravans.

Even where the caravans are legitimately occupied for residential and retirement purposes, this can lead to health and wellbeing issues, which in extreme cases can lead to homelessness.

It is believed that a significant number of holiday caravans may also be being used for residential purposes. This separately raises issues of planning and licensing enforcement, and the fact that the Council may be failing to take enforcement action even when it has evidence to suggest that some persons are paying Council Tax and are in receipt of Housing Benefit.

The Council has no formal policies in place to determine an appropriate course of action in the above circumstances.

Use of holiday caravans for residential purposes will ultimately raise the frequency of the health and wellbeing issues referred to above.

Use of holiday caravans for residential purposes could undermine the tourism offer of the borough and undermine the tourism economy.

Lastly, there are currently inadequate enforcement resources to mount a significant exercise on static caravans, given the level of other existing enforcement work. Also,

Members should only commission such work if the proper resources can be made available and there is a firm political will to progress such work to an effective conclusion.

Members are asked to consider, discuss and identify:

- what the main concerns are;
- what outcomes are to be achieved;
- how these are to be addressed and delivered; and
- if necessary whether additional resources are to be made available.

IMPLICATIONS	
Finance	Greater enforcement could have significant financial implications.
Legal	Enforcement of conditions places the burden of proof with the Council. The Council may not employ coercive means of interrogation or information collection to facilitate enforcement action. Further advice on human rights implications may be needed.
Community Safety	No direct implications
Human Rights and Equalities	No direct implications
Sustainability	There are sustainability implications stemming from people permanently living in rural holiday caravans away from main services and facilities.
Health & Safety and Risk Management	No direct implications

Report Author	Tel	Date	Doc ID
Tony Donnelly	(01253) 658610	March 2007	

List of Background Papers		
Name of document	Date	Where available for inspection
None		Local Plans Section Town Hall St Annes

REPORT



REPORT OF	MEETING	DATE	ITEM NO
STRATEGIC PLANNING AND DEVELOPMENT	PLANNING POLICY SCRUTINY COMMITTEE	28 TH MARCH 2007	5

Update On Outstanding PPS Committee Issues

Public/Exempt item

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

Summary

This report identifies those issues which at March 2007 are still live and outstanding.

Recommendation/s

Report brought for information only as requested by the Chairman.

Executive Portfolio

The item falls within the following executive portfolio[s]:

Development and Regeneration (Councillor Roger Small)

Health and Wellbeing (Councillor Patricia Fieldhouse)

Report

1. Enlargement and Replacement of Rural Dwellings: This item was considered in June 2006. Members requested a set of guidelines to inform members of the DC Committee as to how Policy HL4 should be interpreted.

This work is still outstanding due to prioritisation of statutory planning policy work.

2. Blackpool Airport Master Plan: This item was considered last on 25th July 2006. The Draft Master Plan was considered and representations made to the Airport owners. It was understood that the Full Master Plan would be published by Christmas 2006. To-date the Master Plan has not been published.

On publication a further report on the Master Plan will brought to Committee.

3. M55 to Norcross Link Road: This item was considered on 12th October 2006. The Portfolio Holder was recommended by Committee to support the Red and Blue routes on an interim basis pending the results of the then on-going public consultation exercise. This view was relayed to LCC.

The results of the public consultation exercise will be formally announced after the May elections and this Council will be formally consulted at this time. A further report will be brought to Committee on receipt of the consultation if deadlines permit.

4. St Annes to M55 Link Road: A short report was considered on the 30th November 2006 concerning the fact that the planning permission for the main length of road would expire on 21st March 2007. The Chief Executive was requested to write to the Director of Environment at Lancashire County Council regarding steps to safeguard the permission.

A holding reply dated 19th December 2006 was received and reported to Committee on 8th February 2007. No substantive reply has been received to date.

A further report will be brought when a reply is received.

5. Housing Needs Survey Update: This item was latterly considered on 8th February 2007 when it was resolved to commission an up-date from Fordham Research.

The update has been commissioned and a further report will be brought when a draft report is received from the consultants. This is expected in late Spring 2007.

Implications	
Finance	No direct implications
Legal	No direct implications
Community Safety	No direct implications
Human Rights and Equalities	No direct implications
Sustainability	No direct implications

Health & Safety and Risk Management	No direct implications
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Report Author	Tel	Date	Doc ID
Tony Donnelly	(01253) 658610	March 2007	

List of Background Papers		
Name of document	Date	Where available for inspection
Document name	None	Local Plans Section Town Hall St Annes

PLANNING POLICY SCRUTINY COMMITTEE - IMPLEMENTATION TRACKING

Date of meeting	Item	Recommendation Requiring Action	Action to be taken	Responsible Officer/Member/Committee	Outcome
13 April 2006	Housing Needs Survey	To support the recommended changes to the 2002 housing needs survey, and to require feedback from Cabinet to the committee on the proposals	Report to Cabinet	Tony Donnelly/Richard Woods	This item has been revised, see item at 8 th Feb 2007
13 April 2006	Blackpool Airport Area Action Plan	To approve work to be undertaken	Consideration of the plan; consider socio/economic impact; engage with airport management; and LSP; consider RSS, permitted development and controls available to the Council	Tony Donnelly	This item has been revised, see item at 8 th Feb 2007
13 April 2006	Acquisition of planning gain through planning obligations	No action at present time	Formula required for calculating commuted sums in lieu of provision of open space; to involve streetscene services	Tony Donnelly	This item has been revised, see item at 8 th Feb 2007
13 April 2006	Childrens Homes/Care Homes	To agree the principle of inviting a planning application for use of premises		Mark Evans	There is an outstanding requirement to report back to committee
8 June 2006	Fylde Economic Development and Industrial Land Study	To recommend to Cabinet to endorse the broad thrust of the consultant's report as expressed in the executive summary and conclusion papers attached to the agenda; subject to the concerns raised by members and other matters being discussed between the consultants and officers	To recommend to Cabinet to endorse the broad thrust of the consultants report.	Tony Donnelly	There is an outstanding requirement to report to cabinet on the completed report
8 June	Enlargement and	To take no action on amending or		Tony Donnelly	Work is still

PLANNING POLICY SCRUTINY COMMITTEE - IMPLEMENTATION TRACKING

Date of meeting	Item	Recommendation Requiring Action	Action to be taken	Responsible Officer/Member/ Committee	Outcome
2006	Replacement of Rural Dwellings	deleting policy HL4 To issue a set of guidelines on the interpretation policy HL4 to be circulated to Town/Parish Councils and Members of Development Control	Issue a set of guidelines on Policy HL4		outstanding on this issue
8 June 2006	Submitted Draft Regional Spatial Strategy	To endorse the recommendations contained in the report		Tony Donnelly	Examination in public has taken place and Sec of State will issue proposed changes to the draft RSS in due course, (due in Autumn 07, Council will be consulted at that stage - so nfa for now)
8 June 2006	Statement of Community Involvement	To recommend to Council that the submission draft statement of Community Involvement be agreed for the purpose of the regulation 20-consultation and public participation as contained in the report. To ask the DC Committee for its observations on the section within the report containing questions relating to DC.	Recommend to Council that the submission draft statement of community involvement be agreed	Tony Donnelly	Now been submitted to Sec of State - awaiting SoS response following which we hope to adopt it - so nfa for now
25 July 2006	The Future: Blackpool International Airport Master	To support the principle of airport growth and development subject to the concerns outlined within the individual recommendations contained within the body of the report and subject to the	Make the changes to the recommendations.	Tony Donnelly	Waiting final publication of the master plan - will be referred back to

PLANNING POLICY SCRUTINY COMMITTEE - IMPLEMENTATION TRACKING

Date of meeting	Item	Recommendation Requiring Action	Action to be taken	Responsible Officer/Member/Committee	Outcome
	Plan	<p>following modifications:</p> <p>Recommendation 5 (Page 9) delete the words “the proposed Area Action Plan” and substitute with “a possible Area Action Plan”.</p> <p>Recommendation 13 (Page 12) insert the words “additional impact” after the words “anticipated by the Master Plan would any”</p> <p>To establish a Task and Finish group comprising of the Chairman and Vice-Chairman of the Committee together with Councillors Fiddler and Small to tailor the final response prior to the conclusion of the consultation period.</p>			committee when received
12 October 2006	M55 to Norcross Link Road	To recommend to the Portfolio Holder that based on the information presented it was minded to support the Red Route with the second option being the Blue Route.	Make the recommendation to the Portfolio Holder	Mark Sims	LCC has now analysed the results of the recent public consultation, District Councils will be consulted formally on the route options over the May/June 07 period.
12 October 2006	Economic Impact Study – Blackpool International Airport	To note the report and on receipt of the final master plan to request a series of public meetings with representatives of the Airport and the local community.	N/A	Julie Glaister	Report rec'd, committee considered it & no further action

PLANNING POLICY SCRUTINY COMMITTEE - IMPLEMENTATION TRACKING

Date of meeting	Item	Recommendation Requiring Action	Action to be taken	Responsible Officer/Member/Committee	Outcome
12 October 2006	Local Development Framework – Joint Working with Blackpool and Wyre	To recommend that the council work informally at officer level when it was mutually desirable to do so.	Make Recommendations to Council	Tony Donnelly	Parallel and joint working are continuing with Blackpool & Wyre on planning policy matters - this was an info only report
12 October 2006	Housing Land Position: April 2006	To recommend to the Portfolio Holders that a new in depth housing needs survey be commissioned within the next 3 months and that this be divided into the distinct areas of Lytham, St Annes, Kirkham and Wesham, Freckleton and Warton and that the remaining rural areas be surveyed on an appropriate parish by parish basis. To recommend that the framework for the survey be brought back to committee at a later date.	Make Recommendations to Portfolio Holder Report back to the Committee with a framework for the survey.	Mark Sims Mark Sims	Decision is superseded by decision taken in 8 th Feb committee. Housing needs survey - now intending to get an update on the existing one. This has now been commissioned.
12 October 2006	Sustainability Appraisal of the Local Development Framework	To recommend to Council that the draft sustainability appraisal scoping report be agreed for the purpose of consultation.	Make recommendations to Council	Julie Glaister	Consultation took place results of which were referred back to committee on 8 th Feb
30 November 2006	Housing Needs Survey	To endorse the Framework as presented.		Tony Donnelly	Superseded by decision in 8 th Feb committee
		To recommend to the Portfolio Holders that a new Housing Needs Survey be	Make recommendations to	Tony Donnelly	" " " "

PLANNING POLICY SCRUTINY COMMITTEE - IMPLEMENTATION TRACKING

Date of meeting	Item	Recommendation Requiring Action	Action to be taken	Responsible Officer/Member/ Committee	Outcome
		commissioned within the next 3 months.	Portfolio Holders		
		To authorise the Strategic Planning and Development Executive Manager to settle all matters of detail with regard to the specification for the survey.			" " " "
30 November 2006	Local Development Scheme – Business and Industrial Land DPD	To undertake discussions with Blackpool and Wyre Councils regarding the possibility of working jointly on respective Business and industrial Land DPDs.	To undertake discussions	Tony Donnelly	Discussions have taken place with Blackpool and Wyre, and that item is superseded by item on LDS on 8 th Feb.
		To continue work on Fylde Borough and Industrial Land DPD for the present time.		Tony Donnelly	" " " "
		To report Back to the Committee in light of the above discussions and any other relevant developments.		Tony Donnelly	" " " "
30 November 2006	St Annes (Heyhouses) to M55 Link Road	To renew the planning permission or, if possible that a technical start be made on the construction of the road.	Either renew planning permission or make a technical start on the construction.	Tony Donnelly	Chief Exec wrote to LCC - no substantive response to date - reported to 8 th Feb meeting
		To enquire whether the County Council still intended to institute compulsory purchase proceedings in respect of land along the route.	Make enquiries to County Council	Tony Donnelly	" " " "
30 November 2006	Extending your home – Supplementary Planning Document	To note the Report	N/A	Tony Donnelly	Pre-draft consultations are currently taking place and the results of that consult and the contents of the

PLANNING POLICY SCRUTINY COMMITTEE - IMPLEMENTATION TRACKING

Date of meeting	Item	Recommendation Requiring Action	Action to be taken	Responsible Officer/Member/ Committee	Outcome
					draft document will be reported to the June 07 scrutiny committee meeting
30 November 2006	Statement of Community Involvement	To note the report.	N/A	Tony Donnelly	Submitted and is with the Sec of State, and waiting for the SoS response
8 February 2007	St Annes to M55 Link Road	To report to a future meeting of the Committee when a full response has been received from the County Council.	Report at a future meeting once a full response has been received.	Mark Sims	This item was just a report that no substantive response has been received. No substantive response to date.
8 February 2007	Planning Obligations in Lancashire	The report was noted	Document to be used as a material consideration in determining planning applications on a case by case basis. TO BE DRAWN TO THE ATTENTION OF DC	Mark Sims	
8 February 2007	Business and Industrial Land DPD	To not pursue further work on the Business and Industrial Land DPD.		Tony Donnelly	NFA-. Subject to Council decision on 26th March the Business and Industrial Land DPD will not be progressed. Item covered by separate report on LDS.
		To Alter the Local Development Scheme to reflect the above.	Alter the Local Development Scheme.	Tony Donnelly	" " " "

PLANNING POLICY SCRUTINY COMMITTEE - IMPLEMENTATION TRACKING

Date of meeting	Item	Recommendation Requiring Action	Action to be taken	Responsible Officer/Member/Committee	Outcome
8 February 2007	Blackpool Airport Area Action Plan	To not pursue an Area Action Plan for Blackpool Airport for the reasons outlined.		Tony Donnelly	NFA Subject to Council decision on 26 th March the Blackpool Airport Area Action Plan will not be progressed. Item covered by separate report on the LDS.
		To make reference to the Area Action Plan within March 2007 revision of the Local Development Scheme.	See Left	Tony Donnelly	
		To inform all relevant parties of the Councils position.	See Left	Tony Donnelly	Complete
8 February 2007	LDF Saved Policies	To recommend to Council that the list of saved policies attached to the report be submitted to the Government Office for the North West.	See Left	Mark Sims	Report will go to Council on 26 th March 07 prior to submitting the list of policies to SoS
		To authorise Officers to undertake any necessary arrangements to make editorial changes to the list of local plan policies so as to reflect imminent supplementary advice from the Departmental for Communities and Local Government.	That authorised officers make editorial changes to the list of saved local plan policies to reflect imminent supplementary advice.	Mark Sims	" " " "
		To recommend that policies TR9, TR11 be not extended beyond the 3 year for reasons detailed in the report and subject to officers obtaining and reporting to Council further information received from the Lancashire County Council on the Status of TR11.	Officers to report to Council with further information received from Lancashire County Council on the Status of TR11.	Mark Sims	" " " "

PLANNING POLICY SCRUTINY COMMITTEE - IMPLEMENTATION TRACKING

Date of meeting	Item	Recommendation Requiring Action	Action to be taken	Responsible Officer/Member/Committee	Outcome
8 February 2007	Housing Needs Survey	To recommend to the Portfolio Holders that a full new Housing Needs Survey be not carried out; but that Fordham Research Ltd be asked to undertake an up-date of the 2002 survey report with a view to undertaking the joint SHMA at a later time.	See Left	Tony Donnelly	Covered above - Up-date now been commissioned through Fordham
8 February 2007	Local Development Scheme	To recommend to Council that the draft amended Local Development Scheme be adopted and submitted to the Secretary of State before the end of March 2007.	See Left	Tony Donnelly	Report to Council on 26 th March and then formal submission to SoS
8 February 2007	Sustainability Appraisal Scoping Report – Consultation Responses	To incorporate the amendments into the Sustainability Appraisal Scoping Document.	See Left	Julie Glaister	Amended the report to take account of the consultation responses - the scoping report will have to be updated again before the Core Strategy is issued for consultation. This will require further references to Committee.
		To agree to amend the Sustainability Appraisal Scoping Report on an interim basis pending any further changes required in relation to the preparation of the Core Strategy.	Amend the SASR on an interim basis.	Julie Glaister	" " " "
8 February 2007	Blackpool Airport – Possible Article 4 Direction	To defer consideration of this matter to the next meeting of this Committee.	Take this item to the next PPSC meeting.	Ian Curtis	

REPORT



REPORT OF	MEETING	DATE	ITEM NO
STRATEGIC PLANNING AND DEVELOPMENT	PLANNING POLICY SCRUTINY COMMITTEE	11 TH APRIL 2007	6

M55 to Norcross Link Road: Alternative Routes

Public/Exempt item

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

Summary

To report that a formal consultation has been received from Lancashire County Council in relation to alternative routes for the M55 to Norcross Link Road.

To consider the alternative routes.

To consider whether a consensus of opinion can be achieved between Fylde, Wyre and Blackpool Councils in responding to the consultation.

To consider which route is preferred by the Committee.

Recommendation/s

1. That the Committee recommends to the Portfolio Holder that the Chief Executive approaches Lancashire County Council, Blackpool and Wyre Councils with a view to ascertaining whether a single preferred route can be agreed;
2. That the Committee indicates to the Portfolio Holder its preferred route at the current time;
3. That a further report be brought to the next meeting of the Committee indicating the outcome of the initiative and the views of the Minister on the Blue Route junction.

Executive Portfolio

The item falls within the following executive portfolio[s]:

Development and Regeneration (Councillor Roger Small)

Report

Background

The Committee will be aware that for many years the road links between the M55 (Junction 3) and Norcross have been subject to severe congestion at peak times.

The process of identifying solutions to the problem began in the 1980's and in 1992 the Red Route (Fylde Coast easterly By-pass) was identified as the preferred option by the Secretary of State for Transport.

Fylde Borough and Blackpool Councils supported the Red Route option at the time (but Wyre council did not) and the route was included in successive reviews of the Fylde Borough Local Plan. However in the Trunk Road Review in 1994, the Department for Transport withdrew its proposal for the scheme.

There is some belief that the lack of common support for a single route by the three authorities did not help the fortunes of the road scheme at that time.

In response to the problems of congestion which have increased over recent years, the Fylde Coast Sub-regional Transport Study was carried out in 2004/05 to re-assess the options for reducing the congestion in the A585 corridor. The study was commissioned by Lancashire County Council, Blackpool, Wyre and Fylde Councils, the Highways Agency and the North West Regional Assembly.

The study recommended a number of improvements to public transport including refurbishment and extension of the Blackpool to Fleetwood Tramway. It also supported the provision of an improved dual carriageway road connection between the M55 and Norcross.

A number of route options were developed out of the study and these, in the autumn of 2006, were the subject of a public consultation exercise.

Five route options (Yellow, Red, Blue, Pink and Purple) were identified. Indicative alignments are shown on the attached map.

The orange section of road between Little Singleton and Norcross was common to the Blue, Pink, Purple and yellow routes. For this section there are alternative north and south options between Little Singleton and Skippool.

Between Skippool and Victoria Road, widening of the existing road is proposed.

The details of each option presented for the public consultation exercise are shown in Appendix 1. All costs are based on 2004 prices.

Committee considered the alternative routes at the meeting on 12th October 2006 when it resolved 'to recommend to the Portfolio holder that based on the information presented it was mindful to support the Red Route with the second option being the Blue Route'. (The officers' recommendation was that the yellow route should be supported).

This view was put forward to LCC as an interim position pending the outcome of the public consultation exercise.

Current Consultation

Having completed the public consultation exercise, LCC has now formally consulted this Council and other interested parties.

Full details of the public consultation results are shown in Appendix 2. In summary, the yellow route received widespread support and emerged clearly as the most popular route. In terms of the two options at Mains lane, the southern option was more strongly favoured.

The Pink and Purple Routes did not perform as well in the technical appraisal or the public consultation and thus LCC wish to focus attention on the Yellow, Red and Blue Routes in future stages. A short comparison of these three routes is provided in Appendix 3.

At a recent meeting with LCC and other parties, your officers put forward two propositions. First of all, that some clarification should be provided as to whether the proposed new junction required by the Blue Route would be acceptable to the Highways Agency. As a result, the LCC Cabinet Member for Sustainable Development (Cllr Tony Martin) has written to the Minister of State for Transport to enquire whether he will agree to a new junction on the M55 as a departure from the Design Manual for Roads and Bridges.

Secondly, it was suggested that it would be beneficial if common agreement could be reached between the local authorities concerned in respect of a preferred route.

Since it may be helpful to have the Minister's response on the issue of the new junction on the Blue Route before a decision is made, it is recommended that the Committee recommends to the Portfolio Holder that this Council's Chief Executive approaches LCC, Blackpool and Wyre Councils with a view to ascertaining whether a single preferred route could be agreed.

It is also recommended that Committee focuses its attention on the Yellow and Blue Routes on the basis that it is most unlikely that the Red Route would be jointly selected, and even if it were, that it would ever be built given the significant additional costs and risks involved.

Implications	
Finance	No direct implications
Legal	Each of the five routes identified for consultation must be declared on searches until such time as a single preferred option is identified.
Community Safety	No direct implications
Human Rights and Equalities	No direct implications
Sustainability	Sustainability issues are raised by the report.
Health & Safety and Risk Management	No direct implications

Report Author	Tel	Date	Doc ID
Tony Donnelly	(01253) 658610	April 2007	

List of Background Papers		
Name of document	Date	Where available for inspection
File I 13		Planning Policy Section Town Hall St Annes

Attached documents

Appendix 1: Details of the five consultation options.

Appendix 2: Details of the public consultation responses.

Appendix 3: Short comparison of the Red, Yellow and Blue Routes.

Alternative Route Comparison

Red Route

Cost: £190m

- The most effective option for reducing congestion on north-south routes in Blackpool;
- Has the most significant environmental impacts of all the options, passing through large sections of greenbelt land and close to the edge of Marton Mere nature reserve;
- Passes in close proximity to densely populated areas;
- Would require flyovers at junctions;
- Is significantly more expensive than other options and is the most difficult to construct.

Blue Route

Cost: £104m

- Runs parallel to the Blackpool North railway line, which reduces the environmental impact and the effect on local communities;
- Assists in reducing congestion on the north-south routes in Blackpool;
- Requires a new junction on the M55 which is against Government policy and is unlikely to be accepted;
- A new junction at this location would not meet Highway Agency standards for safe junction spacing.

Pink Route

Cost: £114m

- Runs close to the route of the existing A585;
- Does not reduce congestion on north-south routes in Blackpool.

Yellow Route

Cost: £96m

- Provides the most direct route between the M55 (Junction 3) and Norcross;
- Is a rural route passing through open farmland;
- Does not relieve congestion on north-south routes in Blackpool;

Purple Route

Cost: £129m

- The southern section of the route runs parallel to the existing A585;
- The northern section of the route provides a more direct link between the M55 and Fleetwood than the Pink Route;
- Does not reduce congestion on north-south routes in Blackpool.

North/South Options (Blue, Pink, Purple and Yellow Routes)

- The north option will improve access for trips travelling north over Shard Bridge;
- The south option provides a more direct route between the M55 and Fleetwood.

I Introduction

1.1

Background

Faber Maunseff was commissioned to undertake a consultation exercise with the general public on the proposed routes for the Norcross to M55 corridor, providing access to the Fylde Coast.

The Fylde Coast is a major strategic part of the country as it includes many major employers in the tourism, aircraft, nuclear and chemical industries. Blackpool is also an important administration centre, accommodating large national and regional office headquarters such as the Bonds and Stock Office and Department of Social Security, as well as banking, insurance and commercial services to cater for the sub-regional population of a third of a million. It must also be noted that Blackpool's airport is expanding rapidly, which will also add to future traffic levels.

The region is reasonably well linked to the main transport arteries that provide national and international access, but the A585(T) between the M55 and Fleetwood is under some pressure. In addition, the highway demands resulting from regeneration planned through the Blackpool Masterplan, Fleetwood to Thornton Development Corridor and growing demand for freight access to the Port of Fleetwood, will place significant pressures on the principal highway infrastructure.

The Norcross-M55 scheme has been the subject of study since 1988 and was being progressed until the preferred scheme was removed from the roads programme over 10 years ago. The preferred Red Route scheme, which closely follows the line of the Blackpool boundary, was not well received by the public, but had the advantage of alleviating pressure on the A585(T) as well as on some of the north-south routes through Blackpool. The cost of the scheme was high and the benefit to cost ratio was lower than some of the other alternatives further to the east. The scheme had considerable environmental impact and was considered to be high risk in engineering terms. This consultation was undertaken by the Highways Agency.

Lancashire County Council commissioned a further study in 2005 which identified a further two route options. This consultation exercise followed from this study with Lancashire County Council requiring the public's views on all the previous route options plus the additional two (Blue and pink) consultation.

1.2

Objective

The objective of the Fylde Coast consultation was to consult on five different route options for a proposed road serving the Fylde.

To meet this objective, four key groups were consulted:

- Local residents;
- Other members of the public who may be affected by the proposals (e.g. Road users who travel through the study area);
- Businesses; and
- Other key stakeholders (Elected Members, and other key groups, e.g. groups representing disabled workers).

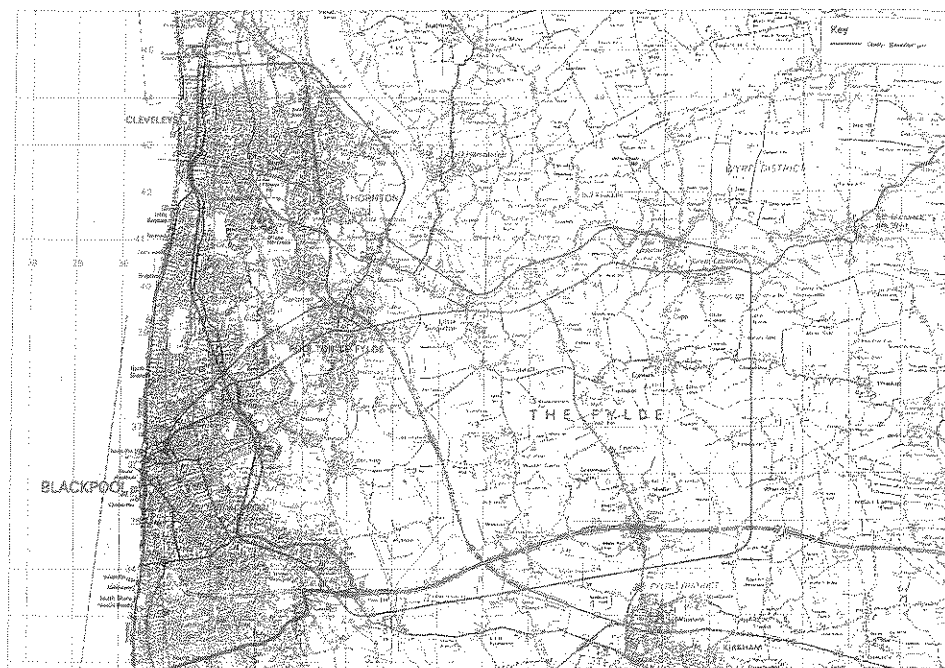
The findings from this consultation will inform the way forward for this project and any future design and development, subject to the availability of appropriate funding.

1.3

Consultation Area and Approach

The study area identified by Lancashire County Council, for this consultation is shown in Figure 1.1. This incorporates the east of Blackpool Borough, the urban area of Wyre and predominantly rural areas of Fylde. The main habited areas included: Singleton; Staining; Poulton; Thornton; Carleton; Great Eccleston; and Elswick.

Figure 1.1 Approved Study Area Including Postcode Sectors and Exhibition Sites



The approach to the consultation included:

- Design of consultation materials (leaflets, posters, stakeholder pack);
- Leaflet surveys delivered to residents, businesses and other members of the public. This was conducted by a combination of door to door delivery within the study area (Figure 1.1) and distribution through public places;
- Design and management of a project website, including an online version of the leaflet questionnaire;
- Publicity for the consultation (through media liaison, press releases);
- Manned exhibitions and unmanned exhibitions; and
- Information management and response monitoring.

1.4

Report Structure

Following this introduction, the subsequent six chapters report the findings from the consultation. The chapters will report on the findings from the leaflet (including on-line survey), the manned and unmanned exhibitions and the comments from the stakeholders. Most importantly, the analysis will look at how responses differ in the distribution area.

2 Method of Consultation

2.1 Distribution of Information

The Fylde Coast Consultation targeted the following groups of people:

- Local residents affected by the proposed routes;
- Other members of the public affected by the proposals (car users who travel through the area);
- Businesses; and
- Other key stakeholders (local councillors, etc...).

2.1.1 Local Residents

All residents living within the study area received a leaflet delivered to their home. The leaflet described all five route options with a map of the different options. It also included a questionnaire for residents to return their comments to a freepost address.

The leaflet also provided details of the unmanned and manned public exhibitions that took place, details of the website where it was possible to return an online version of the questionnaire, and a telephone number where a member of the consultation team could be directly contacted.

2.1.2 Other Members of the Public

Twelve unstaffed exhibitions and three staffed exhibitions were organised for members of the public to visit. Further information in the form of posters was displayed at these exhibitions. Leaflets questionnaires were provided in public places such as the libraries, council offices, supermarkets and public houses to enable other local residents to express their views.

2.1.3 Stakeholders

Stakeholders within the study area also received a leaflet with a covering letter, explaining about the proposed routes. An email address was set up for businesses who wished to express their views. Elected members and key district and local council representatives also received the consultation leaflet and the covering letter. The extent of the stakeholder consultation was agreed with Lancashire County Council in consultation with the local Districts.

2.2 Information and Management

The consultation material provided people with the opportunity to raise any issues or concerns to do with transport within the consultation area. Opportunities to comment included responding by telephone, letter, internet or via the exhibition, as well as completing the questionnaire attached to the leaflet or via the comments sheets at the exhibitions.

In order that the information was received from the public was managed effectively, response forms to record each telephone call, letter or email received, as well as responses received at exhibitions, were prepared. The project team members answering the telephone helpline and exhibitions were briefed on using these forms and provided with a list of frequently asked questions with answers as the basis for responding to public questions. A media monitor was set up to keep a record of any positive and negative media relating to the consultation. All contact with the media was through Lancashire County Council Press Office.

All consultation responses were accurately recorded in a consistent manner throughout the study to provide a clear audit trail of information. All survey data inputted using a special purpose data entry programme to report on consultation findings and response rates.

2.3 Public Consultation Materials

The following materials were prepared:

- A 6-page leaflet incorporating a questionnaire and providing information and a map of the different route options, background information and on the locations and dates of the manned and unmanned exhibitions. The leaflet included a combination of text and visual mapping and other appropriate images. A freepost questionnaire was included for people to raise their issues. A copy can be found in Appendix A;

- Website - A consultation website was produced (www.fyldecoast.info) to provide the public with information about the Fylde Coast consultation and to provide an opportunity for the public to return an online version of the questionnaire. Sample pages can be found in Appendix B);
- Exhibition boards - these were prepared on the basis of the consultation leaflets. For the staffed exhibition boards, there were three A1 sized boards, which contained information from the leaflet, further information on the routes, an environmental features map and some Frequency Asked Questions (FAQs). The unstaffed exhibitions had two A1 boards, which contained information from the leaflet, an environmental features map and some FAQs. A copy of the posters can be found in Appendix C;
- Mapping plans - Route plans were used for the staffed public exhibitions with the routes overlaid on an OS background to provide the public with further information about the route alignment. The public were made aware that these routes were only indicative. The plans can be found in Appendix D; and
- FAQs- a list of frequently asked questions and answers were produced for the project. These were used for the website, at the exhibitions and at both the staffed and unstaffed exhibitions. These can be found in Appendix E.

2.4

Stakeholder Letter

A letter was sent out with the consultation leaflet to all stakeholders. A copy of the letter, the stakeholder pack and the list of stakeholders is provided in Appendix F. The stakeholders were provided by Lancashire County Council and included local businesses, politicians, councillors and key district and local council representatives. An email address was also set up for stakeholders to send comments back to the design team.

2.5

Consultation Leaflet delivery

The 6 page leaflet was distributed as follows:

- To all residents within the study area (see Figure 1.1);
- To all key stakeholders - A comprehensive list of stakeholders was provided by Lancashire County Council. Stakeholders included politicians, councillors and key district and local council representatives; and
- In public places- the leaflets were distributed through a wide range of venues in the study area, such as in libraries, town halls, public houses and supermarkets.

2.6

Staffed Exhibitions

Exhibitions were staffed by representatives from the design team and from Lancashire County Council. Those involved were briefed on how to present the information, log verbal and written responses and respond to questions. There was also an opportunity to 'cast a vote' into ballot tubes depicting the different route options. This was done to see how views on the routes changes in different areas. The staffed exhibitions took place in Staining, Singleton and Poulton Le Fylde.

2.7

Unstaffed Exhibitions

Unstaffed exhibitions were effective in disseminating information across the community. The information was displayed for nine weeks between October 2nd and November 24th. Exhibition boards described the background to the study and leaflet questionnaires were made available for people to complete. The sites for the unstaffed exhibitions were:

- Bispham Library;
- Mereside Library;
- St Anne's One Stop Shop;
- Kirkham One Stop Shop;
- St Anne's Town Hall;
- Eagle and Child Pub Weeton;
- Thornton Library;
- Fleetwood Library;
- Poulton Le Fylde Library;
- Layton Library;
- Anchorsholme Library; and
- Morrisons Supermarket, Squires Gate.

2.8**Media Liaison and Publicity**

All media liaison was conducted through Lancashire County Council. A press release was issued at the start of the consultation providing information on how the general public could find out more information and how to express their views.

All media stories relating directly or indirectly to the consultation were monitored on a daily basis. This involved monitoring TV and radio news and other programmes, as well as undertaking a daily review of all newspaper articles and letters pages. This information was collated in a database to provide an accurate record of media reporting.

Other forms of publicity were used, other than press, were used to advertise the consultation such as posters outside village halls to advertise the staffed exhibitions.

2.9**Website**

At the start of the consultation period, a website was launched with the address www.fyldecoast.info containing information about the Consultation. Visitors to the site were given the opportunity to respond to the leaflet questionnaire directly from the website. The information submitted via the website was analysed along with the postal returns.

The website design matched the leaflet branding and style to provide continuity across consultation sources.

2.10**Telephone Helpline**

A manned telephone helpline for people who required additional information or clarification to contact the consultation team was provided.

3 Analysis of Survey

3.1

Leaflet Questionnaire

Approximately 44,000 leaflets were distributed to households and businesses in the Fylde area, with the area of delivery defined by whole and part postcode sectors. These were either delivered by a distribution company or directly from Faber Maunsell. The area to which leaflets were distributed to are shown Figure 1.1.

As well as the delivery to residential and business addresses, leaflets were also made available at the manned and unmanned exhibitions, left in public places and distribution to key businesses, and to stakeholders for further distribution.

4,185 questionnaires were returned, a response rate of 11%. A number of checks were undertaken to ensure that all postcode sectors were covered in the delivery process. The distribution was validated and the responses have confirmed that returns were received from every postcode sector within the study area with the highest response rate from FY5 2 (Thornton-Cleveleys). This is shown in Table 3.1.

Table 3.1 Respondents by Postcode Sector

Postcode Sector	Number	Percentage
FY5 1	13	-
FY5 2	714	17%
FY5 4	156	4%
FY5 3	481	11%
FY5 5	261	6%
FY2 9	21	1%
FY2 0	297	7%
FY6 7	478	11%
FY3 7	240	6%
FY6 8	162	4%
FY3 8	195	5%
FY3 0	260	6%
FY3 9	162	4%
FY4 4	51	1%
FY4 5	4	-
PR3 0	127	3%
PR4 3	224	5%
Other	339	8%

Residents also had the option for filling in an online questionnaire via the website. A total of 266 responses were received electronically.

The following analysis comprises both postal and electronic returns from residents and stakeholders.

3.1.1

Demographics of Responses

67% of the sample were male, 33% were female. 42% of all the people who completed questionnaires were 60 years or over, just 9% were under 25 years old. All figures are shown in Table 3.2.

Table 3.2 Age and Gender of Respondents

Age Group	Male	Female	Total	Percentage
Under 16	2	4	6	0%
16-19	11	14	25	1%
20-24	37	0	37	1%
25-34	167	138	305	7%
35-44	391	255	646	15%
45-54	553	252	805	19%
55-59	370	145	515	12%
60-64	397	161	558	13%
65+	854	315	1,169	28%
Not Specified	17	40	57	1%
Total	2,799	1,324		
Percentage	67%	33%		

Almost 90% of all respondents indicated that their mode of travel on the A585 was by car, and of those, 66% used the road more than once a week. Van travel was the second highest at 2%, with bus travel at 2%, as shown in Tables 3.3 and 3.4.

Table 3.3 Frequency of Travel

Frequency of Travel	Number	Percentage
Once or more a week	2651	63%
1-3 times a month	889	21%
Less than once a month	487	12%
Never	124	3%
Not Entered/Stated	34	1%

Table 3.4 Modal Split

Mode	Number	Percentage
Car	3,726	89%
Van	156	4%
Motorcycle	32	1%
Bicycle	40	1%
Bus	88	2%
HGV	26	1%
Other (Write in)	67	2%
Not Entered	50	1%

3.1.2

Route Choices

Respondent were presented with a list of route options, and asked which one they either supported or opposed. Table 3.5 demonstrates respondent's opinions about the different five route options.

Table 3.5 Strength of Route Responses (All Areas) 5 Route Options

Route	Strongly Support/Support		Neither		Strongly Oppose/Oppose		No Response
Yellow	2,471	59%	524	13%	881	21%	7%
Red	1,588	38%	404	10%	1,895	45%	7%
Blue	1,608	38%	849	20%	1,283	31%	11%
Pink	816	19%	1,127	27%	1,714	41%	13%
Purple	1,353	32%	1,037	25%	1,312	31%	12%

The yellow route was the most supported route, with nearly 60% of people supporting the route and only 21% opposing the route. Blue route was the second most popular route option with 38% of people supporting the route and 30% opposing the road. The red route option was the third most supported choice with 37%, but was the most strongly opposed route with 45%. The purple and pink routes were fourth and fifth respectively in terms of support, but 50% of respondents neither supported or opposed these route options.

Of the respondents who didn't choose the red route option, they were asked which orange route option they preferred. Table 3.6 demonstrates respondent's options about the north and south route options.

Table 3.6 Strength of Route Responses (All Areas) Orange Route Option

Route	Strongly Support/Support		Neither		Strongly Oppose/Oppose		No Response
Orange North	1,271	30%	1,315	31%	1,040	25%	14%
Orange South	2,204	53%	931	22%	690	16%	9%

52% of respondents supported the orange route south option and only 16% opposed it where as only 30% of respondents supported the orange route north option and 24% opposed it.

3.1.3

Routes by Sector

The following section demonstrates how options varied across the different postcode sectors.

Postcode Area FY2

Post code FY2 covers the western side of the study area and includes areas of Norbreck and Bispham. The results show that the yellow route option was the route most strongly supported (58%) followed by red (43%). Red and pink were the two routes which respondents from the area were most opposed to (39% each). Results are shown in Table 3.7.

Table 3.7 Respondents from FY2

Route	Strongly Support/Support		Neither		Strongly Oppose/Oppose		No Response
Yellow	187	58%	53	17%	50	16%	9%
Red	138	43%	30	9%	126	39%	9%
Blue	118	37%	75	23%	89	28%	12%
Pink	52	16%	99	31%	127	40%	13%
Purple	92	29%	98	31%	87	27%	13%

Postcode area FY3

Post code FY3 covers the south west section of the study area, and includes areas of Staining and Normoss. The results show that the yellow route option was the route most strongly supported (51%), followed by blue (46%). Pink was the least supported. The red option was the route respondents were most opposed to (61%). Results are shown in Table 3.8.

Table 3.8 Respondents from FY3

Route	Strongly Support/Support		Neither		Strongly Oppose/Oppose		No Response
Yellow	449	51%	172	20%	175	20%	9%
Red	250	29%	35	4%	541	62%	5%
Blue	402	46%	162	19%	219	25%	10%
Pink	163	19%	307	35%	297	34%	12%
Purple	236	27%	294	34%	241	28%	11%

Postcode Area FY4

Postcode FY4 also covers the south west section of the study area, and includes areas of Mereside and Squires Gate. From the respondents of FY4, the yellow route is the most supported route (48%) followed by blue (38%) and pink (30%). The red route was the most opposed route (46%), followed by Blue and Pink (both 27%). Results are shown in Table 3.9.

Table 3.9 Respondents from FY4

Route	Strongly Support/Support		Neither		Strongly Oppose/Oppose		No Response
Yellow	30	48%	15	24%	10	16%	12%
Red	20	32%	9	15%	29	47%	6%
Blue	24	39%	15	24%	17	27%	10%
Pink	19	31%	19	31%	17	27%	11%
Purple	15	24%	23	37%	18	29%	10%

Postcode Area FY5

Postcode area FY5 covers the north east section of the study area, which includes areas of Thornton and Anchorsholme. The yellow route was strongly supported from this postcode area, with 66% of the respondents backing it, followed by purple at 46%. The red route was the route option respondents most opposed (41%) followed by pink (40%). Results are shown in Table 3.10.

Table 3.10 Respondents from FY5

Route	Strongly Support/Support		Neither		Strongly Oppose/Oppose		No Response
Yellow	1,094	66%	158	10%	266	16%	8%
Red	597	36%	211	13%	689	42%	9%
Blue	513	31%	386	23%	550	33%	13%
Pink	330	20%	418	25%	671	41%	14%
Purple	704	43%	341	21%	413	25%	11%

Postcode Area FY6

Postcode area FY6 covers the central area within the study area, and includes the town of Poulton-Le-Fylde and the village of Carleton. In this area, yellow route proved the most supported route with 59%, blue (42%) was second, followed by red (41%) in third. The red route option was the route most strongly opposed with 46%, followed by pink (38%) then purple (36%). Yellow was the least strongly opposed with 26%. Results are shown in Table 3.11.

Table 3.11 Respondents from FY6

Route	Strongly Support/Support		Neither		Strongly Oppose/Oppose		No Response
Yellow	410	60%	61	9%	180	26%	5%
Red	285	41%	47	7%	319	46%	6%
Blue	295	43%	124	18%	205	30%	9%
Pink	161	23%	182	26%	262	38%	13%
Purple	191	28%	164	24%	249	36%	12%

Postcode Area PR3

Postcode area PR3 covers the north west section of the study area, and includes areas of Little Eccleston and Great Eccleston. The yellow route was the route most supported at 56%, followed by red (54%) then blue (41%). Pink was the most strongly opposed at 60%, followed by purple with 48%. Results are shown in Table 3.12.

Table 3.12 Respondents from PR3

Route	Strongly Support/Support		Neither		Strongly Oppose/Oppose		No Response
Yellow	80	56%	13	9%	40	28%	7%
Red	78	55%	19	13%	35	25%	7%
Blue	60	42%	23	16%	44	31%	11%
Pink	21	15%	17	12%	86	61%	12%
Purple	31	22%	24	17%	69	49%	12%

Postcode Area PR4

Postcode area PR4 covers the south west section of the study area, and includes areas of Greenhalgh and Elswick. The red route (65%) is the most supported route, followed by the blue route (48%), with the pink route being the least supported. The pink route was the most opposed route (72%) followed by the purple route (69%). Results are shown in Table 3.13.

Route	Strongly Support/Support		Neither		Strongly Oppose/Oppose		No Response
Yellow	109	46%	23	10%	102	43%	1%
Red	155	66%	36	15%	39	17%	2%
Blue	114	48%	25	11%	89	38%	3%
Pink	21	9%	34	14%	170	72%	5%
Purple	37	16%	24	10%	163	69%	5%

Summary

From all the postcode sector analysis, the yellow route option was the most favoured, with the red route the most strongly opposed. This is the general consensus apart from in the postcode sector PR4, which opposed the yellow route and supported the red option.

Throughout all areas, the blue route has been well supported averaging 43% and came second in every sector apart from postcode sector PR3 and FY2.

Support for route options varied between areas. These variations reflected whether the route physically affected the respondent or not. For example, the pink route is proposed to travel through the post code sector of PR4, hence that's why it appears to be strongly opposed in that area, although the red route isn't, which resulted in the route being strongly supported. This pattern of opinion is reflected in every postcode area.

3.1.4

Qualitative Responses

The leaflet also included a comments section, where respondents had the opportunity to write down any further comments regarding the consultation.

A summary of the comments are as follows:

- A new road should have been constructed ten years ago after the previous consultation;
- The route is long overdue as traffic is now a major problem on the present A585;
- The regeneration of Fleetwood won't happen until this new route is developed;
- As well as the heavy traffic, safety was another key issue, especially to pedestrians and cyclists on the A585;
- Village residents in Singleton and Staining were frustrated by the number of vehicles running through the villages in order to avoid the congestion associated with the A585;
- The blue route would seem the best option, as it travels along an existing transport corridor. But would the spacing for a new junction be an issue? Can there be a special dispensation given like there is on the M60?
- The red route is too expensive and would be an environmental catastrophe;
- The red would be the best route to support the regeneration of Blackpool;
- The yellow route seems to be the most cost effective and direct route without being too environmentally unfriendly; and
- The new route should improve public transport access to the area and have better provisions for cyclists.

3.2

Comments from Stakeholders

During the consultation, a number of letters were received from stakeholders and businesses across the Fylde. The issues raised included:

- The Environment Agency and Sustrans would like to see more consideration given to sustainable transport. If new road infrastructure is to be provided, the project should include traffic calming on route alignments to improve conditions for pedestrians, cyclists and public transport users.
- Owners of Fleetwood Port, AB Ports, were desperate for a new route to the area. Improving access to the port would herald the regeneration of Fleetwood
- The North West Rail Users Forum would like to see an improved light rail system developed in the area instead of a new road. The costs would be the same for both.

Faber Maunsell also received a number of letters either supporting or opposing routes from local organisations. Organisations included;

- Wyre Borough Council-Oppose the Red Route.
- Carleton Action Group- Oppose the Red Route.
- Blackpool and Fylde Rail Users Association-Oppose all route options; and
- Normoss Red Route Action Campaign Group-Oppose the red route.

4 Public Exhibitions

4.1

Introduction

As part of the consultation, a number of exhibitions were organised, where members of the public could visit to gain further information about the proposed routes. There were thirteen unstaffed exhibitions and three staffed exhibitions across the study area. All sites were agreed with Lancashire County Council.

The exhibition material at the staffed sites composed of three A1 posters containing information on the routes. There was also a large scale A0 map, with the routes overlaid on an OS base map. A copy of the three posters can be found in Appendix C. The consultation team also asked all attendees to sign in, so an accurate record was kept to see how many people attended.

Attendees were also asked to vote on which route they would like to see developed. This was done by dropping a chip into a tube marked either; red, yellow, blue, purple or pink. If attendees voted for either the; yellow, blue, purple or pink, they were also asked to drop a chip into either a north or south tube, which represented the orange option. There was also a 'no route' option available.

The information at the unstaffed sites contained two A1 posters containing extra information regarding the routes. A copy of the two posters can be found in Appendix C.

Additional consultation leaflets were provided at both the staffed and unstaffed exhibitions had extra consultation leaflets at them, for members of the public to complete who didn't receive the leaflet through the post.

4.2

Staffed Exhibitions

4.2.1

Staining

The consultation took place on 5th October at Singleton Village Hall between 10.30am and 6.30pm. The event was well attended, with over 120 people recorded on the attendance sheet. The majority of attendees were from the village and the surrounding areas and had a variety of issues, mainly concerning the red route.

A summary of the issues raised is as follows:

- Due to the alignment of the proposed red route, residents were concerned that the peaceful way of life in Staining village would be ruined by the proposed route;
- Attendees had concerns that the proposed alignment of the red route runs through greenbelt land and a site of specific interest (Marton Mere);
- Attendees were also concerned that the proposed alignment of the red route runs along a geographical fault line, making construction virtually impossible and adding to the cost;
- A number of attendees had issues over the cost of the red route, and did the cost justify causing so much disturbance with the alignment of the route; and
- A number of people had issues over the spacing for a new motorway junction for the blue route on the M55.

The results of the voting at the exhibition are provided below:

Table 4.1 Tube Results from Staining

Route options	Blue	Red	Yellow	Pink	Purple	No	Total
Number of votes	76	7	18	4	3	2	109
Percentage (%)	69	6	16	4	3	2	

Table 4.2 Orange Route Option

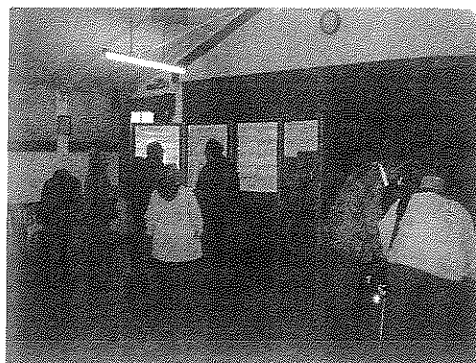
Route options	North	South	Total
Number of votes	14	71	85
Percentage (%)	16	84	

As shown in Tables 4.1 and 4.2, attendees were against the red routes, because of its impact on the local residents and the area. From the tube exercise, the blue route was the most popular.

4.2.2

Singleton

The consultation took place on 11th October at Singleton Village Hall between 11am and 7pm. The exhibition was well attended by over 130 people. The majority of attendees came from Singleton Village, Mains Lane, Esprick and Greenhalgh. Due to the rural location of Singleton, a large number of farmers and land owners attended.



A summary of the issues raised were as follows:

- The yellow route would destroy a large area of good quality farm land;
- The yellow, pink and purple routes would severely affect the way of life in this area of the Fylde; and
- As the yellow route was the cheapest, and the one recommended by the study, the decision was already a foregone conclusion.

The results of the voting at the exhibition are provided below:

Tables 4.3 and 4.4 show the results from the tube exercise in Singleton:

Table 4.3 Tube Results from Singleton

Route options	Blue	Red	Yellow	Pink	Purple	No	Total
Number of Votes	41	55	11	6	3	3	119
Percentage (%)	34	46	9	5	3	3	

Table 4.4 Orange Route Option

Route options	North	South	Total
Number of Votes	15	58	73
Percentage (%)	21	79	

As shown in Tables 4.3 and 4.4, the red and blue routes were the most popular choices, with the orange south route the most popular for people who didn't choose the red route.

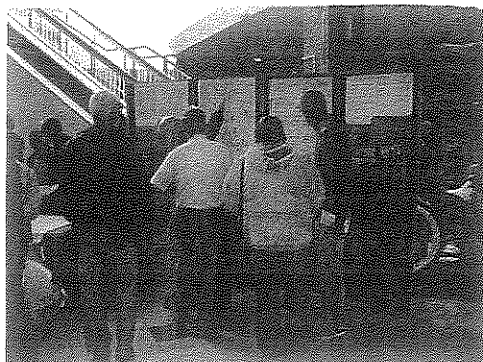
4.2.3

Poulton Le Fylde

The consultation took place on 13th October at The Teanlowe Centre, the main shopping centre for the town, between 9am and 5.30pm. The consultation was very well attended, with people who were undertaking their daily shopping having the opportunity to visit the exhibition, which was in a prime location outside Somerfield Supermarket. The attendance sheet recorded 210 people, although this didn't reflect the number of people who visited the exhibition due to the difficulty of keeping track of all attendees.

A summary of the issues raised is provided below:

- The majority of issues were raised over the red route, and that it would affect too many residents, particularly in the Poulton Area; and
- A number of people had issues with the north and south options of the orange route, particularly with the increased volume of traffic due to the proposed widening of the road (Amounderness Way) to a four lane dual carriageway.



Tables 4.6 and 4.7 show the results from the tube exercise in Poulton Le Fylde:

Table 4.6 Tube Results from Poulton Le Fylde

Route options	Blue	Red	Yellow	Pink	Purple	No	Total
Number of Votes	62	100	128	12	9	18	329
Percentage (%)	19	30	39	4	3	5	

Table 4.7 Orange Route Option from Poulton Le Fylde

Route Options	North	South	Total
Number of Votes	59	86	145
Percentage (%)	41	59	

The red and yellow routes were the most popular, with strong support for the blue route too.

It should be noted that members of Carleton Action Group were present during the day handing out information opposing the red route which may have influenced the consultation results.

4.2.4

Summary of Staffed Exhibitions

Overall, the staffed exhibitions proved a great success, with over 100 people attending both the Staining and Singleton consultations and between 200-300 people visiting the exhibition of the Teanlowe Centre.

It was clearly evident from the comments at the exhibitions, that residents felt that congestion on the current A585 was an issue and a new road was needed. Attendees supported the idea for a new route in order to ease congestion in the area and to support the regeneration of Blackpool and Fleetwood. It was also clear that residents in the areas affected by congestion, didn't want the proposed route affecting them, with residents in Staining opposed to the red route, and supporting the yellow route, and vice versa in Singleton.

Tables 4.8 and 4.9 show the combined results from the three exhibition sites. The blue route proved the most popular (32%), particularly after attendees had read the further information provided and studied the large map. People appeared to note that the blue route runs along an existing transport corridor, affecting the least amount of people and special dispensation might be given if there was enough support for a new junction, despite the spacing issue between junctions on the M55. The red route was the second most popular with 29% and yellow route third with 28%.

Over 70% of attendees didn't vote for the red route. Of those, 70% voted for the orange route south. The south option proved the more popular choice apparently due to the fact that this route affects the least number of households and is more efficient in terms of journey times.

Table 4.8 Total Results for Tube Options (5 Routes)

Route options	Blue	Red	Yellow	Pink	Purple	No Route
Staining	76	7	18	4	3	2
Singleton	41	55	11	6	3	3
Poulton Le Fylde	62	100	128	12	9	18
Total	179	162	157	22	15	23
Percentage	32%	29%	28%	4%	3%	4%

Table 4.9 Results for Tube Options (Orange North/South Option)

Venue	North	South
Staining	14	71
Singleton	15	58
Poulton Le Fylde	59	86
Total	88	215
Percentage	30%	70%

4.3

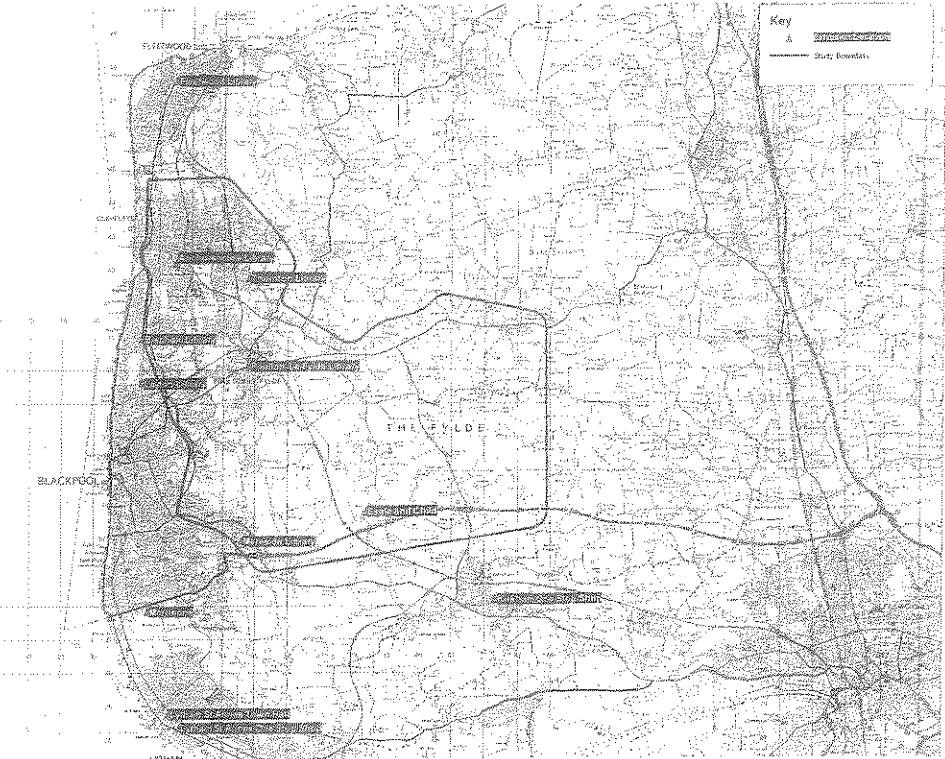
Unstaffed Exhibitions

The unstaffed exhibitions ran from the 2nd October to the 24th November. The exhibitions were located at 13 sites, where two posters were displayed. Consultation leaflets were provided with a sealed box for people to deposit them in. The locations were as follows and are shown in Figure 4.1.

- Bispham Library;
- Mereside Library;
- St Anne's One Stop Shop;
- Kirkham One Stop Shop;
- St Anne's Town Hall;
- Eagle and Child Pub Weeton;
- Thornton Library;
- Fleetwood Library;
- Poulton Le Fylde Library;
- Layton Library;
- Anchorsholme Library; and
- Morrisons Supermarket, Squires Gate.

People were encouraged to either fill in the consultation leaflet at the exhibition and leave it in the collection box or post the leaflet back using the Freepost address. If they had any further questions, people were encouraged to ring the free consultation help line.

Figure 4.1 Locations of Unmanned Exhibitions



5 Petitions/Surveys

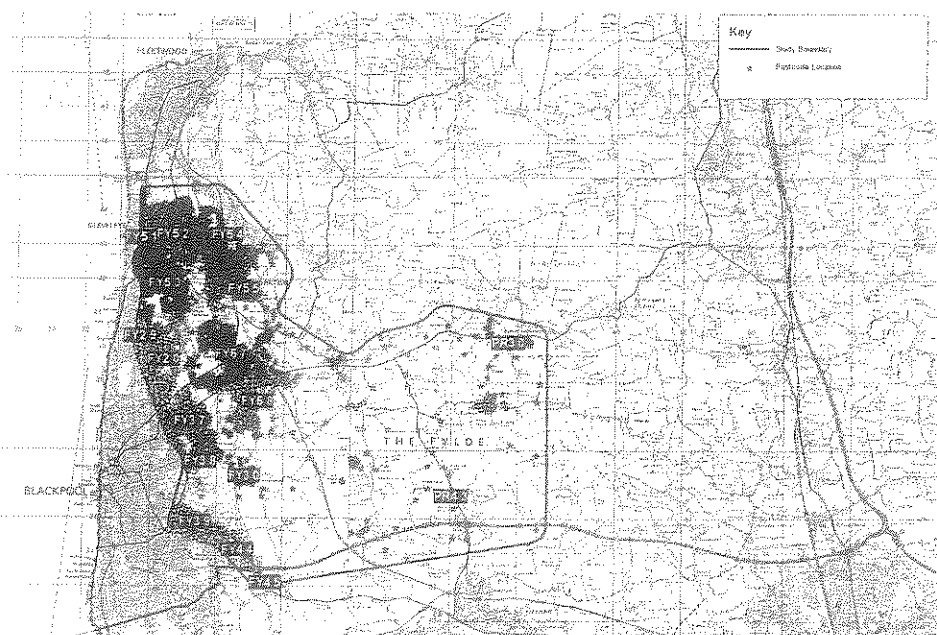
5.1 Introduction

During the consultation period, Faber Maunsell received two petitions from local residents' groups.

5.2 Normoss Red Route Action Campaign Group

The action group undertook a door to door survey of all residents in the Normoss area of Blackpool. No specific details of the exact area are known, but it would be presumed that the residents who were surveyed lived in and around Normoss Road (B5266) between Hardhorn and Layton. All postcode results from the petition indicated a FY3 7/FY3 8 postcode, which as shown in Figure 5.1 indicates the area around Normoss Road.

Figure 5.1 Postcode Distribution Areas



Each household was handed a form listing the disadvantages of the red route. These included:

- Environmental Effects:
 - Noise pollution to residents; and
 - Cuts through green belt and affects a nature reserve.
- Increase traffic on Normoss Road and accidents on Normoss Road and Newton Drive; and
- The red route would be the least effective in achieving the objective of linking the north Fylde to the M55.

The petition raised 135 signatures opposing the red route.

5.3 Carleton Action Group

The Carleton Action Group also undertook a survey themselves to all residents in the Carleton area (FY6 7 postcode). The petition asked residents which route they would either support or oppose. The results were as follows:

Strongly for:

- Yellow - 66%;
- Red - 7%;
- Blue - 7%;
- Pink - 4%; and
- Purple - 4%.

Strongly against:

- Yellow - 1%;
- Red - 75%;
- Blue - 1%;
- Pink - 12%; and
- Purple - 11%.

Orange north was the most popular orange route option with 78% of the people petitioned.

A total of 146 people completed the survey.

5.4

Summary

These results have not been included in the analysis and should be viewed as stand-alone data as it is not possible to say how many of the respondents also completed and returned a questionnaire.

Comparison of the Yellow, Red and Blue Routes

Yellow Route

The Yellow Route costs £96 million at 2004 prices and is the cheapest option. It provides effective relief to the A585 Trunk Road and has a relatively low construction risk.

The Transport Study recommended the Yellow Route.

Red Route

The Red Route costs £190 million at 2004 prices and is the most expensive option. It is also the most damaging to the environment and has a relatively high construction risk.

The Transport Study recommended that the Red Route should be rejected.

Blue Route

The Blue Route costs £104 million at 2004 prices. It requires a new junction on the M55 which is against Government policy. Moreover, the new junction would not meet Highways Agency design standards. The Blue Route runs across a floodplain and has a relatively high construction risk.

The Transport Study recommended that the Blue Route should not be taken forward.

38% of responses also support the Blue Route, two thirds of the number supporting the Yellow Route.

The Blue Route is opposed by 31% of the responses, 50% more than those opposing the Yellow Route.

The Blue Route comes second in support in four areas, third in FY2 and PR3 and fourth in FY5 Thornton and Anchorsholme.

Responses from PR4 give 43% support to the Blue Route.

In the public consultation, 59% of all responses, the majority, support the Yellow Route.

Only 21% of responses oppose the Yellow Route, fewer than any other route.

Responses from seven postcode areas have been analysed. In all but one, the Yellow Route is the best supported route, and the least opposed route too.

Responses from PR4, which includes Greenhalgh, Thistleton and Elswick, give 46% support to the Yellow Route.

38% of responses support the Red Route, two thirds of the number supporting the Yellow Route.

The Red Route is opposed by 45% of the responses, twice the number opposing the Yellow Route.

The Red Route is the route most opposed in four areas, FY3, FY4, FY5 and FY6, with the greatest opposition, 62%, in FY3 Staining and Normoss.

The Red Route has the greatest support from PR4 with 66% of responses.

REPORT



REPORT OF	MEETING	DATE	ITEM NO
DEMOCRATIC SERVICES & MEMBER SUPPORT	PLANNING POLICY SCRUTINY COMMITTEE	28 MARCH 2007	7

EXCLUSION OF THE PUBLIC

Exempt Item

This item contains exempt information under paragraph 5 of schedule 12A to the Local Government Act 1972 and is likely to be considered in a part of the meeting not open to the public.

Recommendation

1. Members are invited to consider passing a resolution concerning the exclusion of the public from the meeting in accordance with the provisions of Section 100(A)(4) of the Local Government Act 1972 on the grounds that the business to be discussed is exempt information as defined in paragraph 5 of Schedule 12A of the Act.

EXEMPT ITEM – NOT FOR PUBLICATION

NOT FOR PUBLICATION BY VIRTUE OF PARAGRAPH 5 OF SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972

REPORT



REPORT OF	MEETING	DATE	ITEM NO
LEGAL SERVICES	PLANNING POLICY SCRUTINY COMMITTEE	28 MARCH 2007	8

BLACKPOOL AIRPORT: POSSIBLE ARTICLE 4 DIRECTION

Exempt item

This item contains exempt information under paragraph 5 of schedule 12A to the Local Government Act 1972 and is likely to be considered in a part of the meeting not open to the public.

Summary

The Task and Finish group looking into the Blackpool Airport Masterplan has asked for a report setting out the possibility of the council making a direction under article 4 of the Town and Country Planning (General Permitted Development) Order 1995 to cover certain possible developments at Blackpool Airport. Article 4 directions remove permitted development rights.

The report sets out the legislative background for article 4 directions and concludes that, while it would be possible for the council to make an article 4 direction, the direction would require confirmation by the secretary of state, would not prohibit the development, but would instead require a planning application for it to be decided in line with national and local planning policy and may give rise to a compensation liability.

Recommendations

1. Make recommendations to the Portfolio holder on whether to pursue an article 4 direction relating to Blackpool Airport or any part of it.

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NOT FOR PUBLICATION BY VIRTUE OF PARAGRAPH 5 OF SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972

Cabinet portfolio

The item falls within the following cabinet portfolio:

Development and Regeneration: Councillor Roger Small

Report

Introduction

1. I have been asked to examine in detail the possibilities, practicalities and implications of making an article 4 direction to restrict permitted development of land at Blackpool Airport.

Permitted development

2. Part 18 of schedule 2 to the Town and Country Planning (General Permitted Development) Order 1995 (“the Order”) grants planning permission for a “relevant airport operator” to carry out various classes of development, subject to the limitations and conditions set out in the order relating to each class. Most, but not all, of the classes of development so permitted must be carried out on “operational land” at a “relevant airport”.
3. “Operational land” is defined in section 263 of the Town and Country Planning Act 1990. In relation to a statutory undertaker (and a relevant airport operator is a statutory undertaker), “operational land” means land that is used for the purpose of carrying on their undertaking (i.e., an airport), or land which is held for that purpose.
4. There are two important exceptions. One is land that is “comparable rather with land in general than with land which is used” for the undertaking. The meaning of that is not particularly clear in the abstract. The other exception is land acquired after 1968, unless that land has, or has had, planning permission for development that involves use for the purpose of the undertaking.
5. So all of the land at Blackpool Airport is likely to be “operational land” if it was acquired before 1968 and is used for airport purposes.
6. A “relevant airport operator” is defined in section 57 of the Airports Act 1986. It includes the operator of any airport for which a permission to levy airport charges is in force (but interestingly excludes any airport owned by a principal council). An airport with an annual turnover of more than £1 million must have permission to levy airport charges. I assume that Blackpool Airport comes within that definition and is therefore a “relevant airport”.
7. The widest class of development permitted under part 18 is class A, which comprises “the carrying out on operational land by a relevant airport operator of development (including the erection or alteration of an operational building) in connection with the provision of services and facilities at a relevant airport”. There is an important limitation, which is that a building other than an operational building is excluded. So “operational buildings” are included within class A, but non-operational buildings are not. An “operational building” is defined in the order and includes a building required in

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NOT FOR PUBLICATION BY VIRTUE OF PARAGRAPH 5 OF SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972

connection with the movement or maintenance of aircraft. Hangars and other buildings for housing and maintaining aircraft would be “operational buildings”. Constructing them at the south side of the airport would therefore be permitted development, subject to a requirement to consult the LPA in certain circumstances.

Scope of article 4 directions

8. Article 4(1) allows a local planning authority (“LPA”) to make a direction that development described in any part, class or paragraph of schedule 2 to the Order should not be carried out unless permission is granted for it on application. There are a number of exceptions to the power under article 4(1), most of which are not material to the airport.

9. Part of paragraph (4) is material, however. It provides as follows:

“A direction given or having effect as if given under this article shall not, unless the direction so provides, affect the carrying out by a statutory undertaker of the following descriptions of development –

(a)- (e) ...

(f) the maintenance of buildings, runways, taxiways, or aprons at an aerodrome;

(g) the provision, alteration, and maintenance of equipment, apparatus, and works at an aerodrome, required in connection with the movement of traffic by air (other than buildings, the construction, erection, reconstruction or alteration of which is permitted by Class A of Part 18 of Schedule 2)

10. By article 1(2) of the Order and section 262(1) of the Town and Country Planning Act 1990, “statutory undertaker” includes a relevant airport operator. “Aerodrome” means an aerodrome as defined in article 106 of the Air Navigation Order 1989, as long as it is used (among other things) for by aircraft engaged in the public transport of passengers. I do not reproduce the definition of aerodrome in the 1989 order here: suffice to say that it includes land “commonly used for affording facilities for the landing and departure of aircraft”.

11. The essential question for the council is whether sub-paragraph 4(g) quoted above prohibits the council from making a direction to give it jurisdiction over the anticipated development at the south side of the airport. I think that it does not, or in other words, that the council could make a direction.

12. As discussed above, the development likely to give rise to difficulty would be permitted by class A of part 18. Sub-paragraph (g) of paragraph (4) of article 4 excludes certain kinds of development from being subject to an article 4 direction. However this exclusion itself specifically excludes buildings permitted under class A. Such buildings are not therefore excluded from the ambit of a direction.

13. This is not, of course, the end of the story. The council needs to bear in mind three other matters that will affect its ability to control the anticipated development. I address these below.

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Ministerial consent

14. An article 4 direction of the kind discussed above can be made by the council as LPA. However, it requires the approval of the Secretary of State before it can take effect. The policy of the Secretary of State is set out in circular 9/95.
15. The circular states that the permitted development rights contained in the order have been endorsed by Parliament and should not be withdrawn locally without compelling reasons. The rights should only be withdrawn in exceptional circumstances. This will normally only be justified where there is a real and specific threat that suggests that development is likely to take place which could damage an interest of acknowledged importance. (Appendix D, paragraph 1, summarised)
16. The circular further states that applications for approval will be considered in the light of the general policy summarised above. The council would therefore need to put together a robust and compelling case in to persuade the Secretary of State to approve any direction it might make. In doing so, it would need to consider seriously whether such a case would be consistent with the established and emerging policy background of encouragement for regional airport development.

Express consent

17. It is worth emphasising that an article 4 direction, even if approved by the Secretary of State, does not prohibit development. It merely means that there must be an application for express planning permission to the LPA for development that would otherwise have consent under the Order. Nor is there any presumption that such development is harmful or ought to be refused.
18. An application for development of, say, hangars or maintenance facilities, would need to be considered by the council against the background of the development plan and national policy. The application would need to be decided in accordance with the development plan unless material considerations indicate otherwise.
19. This suggests that there needs to be some consideration of the likely outcome of any such planning application before serious work on an article 4 direction is done. If it appears that the council as LPA would be unlikely to be able to refuse the anticipated development or significantly influence it by the use of conditions or planning obligations, making an article 4 directing may be pointless. Members will need the considered advice of planning officers on this aspect.

Compensation

20. Compensation is payable where planning permission has been refused on appeal if permitted development rights for the development have been removed by an article 4 direction.
21. Compensation is assessed under section 280 of the 1990 act where statutory undertakers are concerned. It comprises the sum of the cost of business adjustments made necessary by the refusal and loss of profits. There is detailed provision as to how each of these heads is calculated. The Lands Tribunal assesses compensation if agreement cannot be reached.

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22. The Secretary of State has a discretion to direct that compensation will not be payable to a statutory undertaker if he is satisfied that it would be unreasonable for it to be paid, having regard to the nature, situation and development of the land and of any neighbouring land and to any other material considerations.

Conclusion

23. It appears that it would be possible to make an article 4 direction in respect of the land at the south side of the airport. However, the direction would be subject to government approval and would not necessarily prevent the development that is anticipated. If it did, the council is likely to have to pay compensation.

IMPLICATIONS	
Finance	
Legal	Contained within the report
Community Safety	
Human Rights and Equalities	
Sustainability	
Health & Safety and Risk Management	The Council's Insurance would <u>NOT</u> cover any compensation payable to the airport operators.

REPORT AUTHOR	TEL	DATE	DOC ID
Ian Curtis	(01253) 658506	29 January 2007	

Planning Policy Scrutiny Committee



Date	8 February 2007
Venue	Town Hall, Lytham St Annes
Committee members	Councillor Kevin Eastham (Chairman) Councillor Colin Walton (Vice-Chairman) John Bennett, Harold Butler, Raymond Norsworthy, William Thompson, Heather Speak
Other Councillors	Patricia Fieldhouse, Barbara Pagett, Fabian Wilson
Officers	Phillip Woodward, Ian Curtis, Paul Walker, John Cottam, Tony Donnelly, Julie Glaister, Lyndsey Lacey, Mark Sims, Annie Womack
Members of the Public	David Wilkinson

1. Declarations of interest

Members were reminded that any personal/prejudicial interests should be declared as required by the Council's Code of Conduct adopted in accordance with the Local Government Act 2000.

2. Confirmation of minutes

RESOLVED: To approve the minutes of the Planning Policy Scrutiny Committee meeting held on 30 November 2007 as a correct record for signature by the chairman.

3. Substitute members

None

4. St Annes to M55 link road

Mark Sims (Principal Planning Officer) introduced a report on the existing planning permission for the St Annes to M55 link Road.

Members were reminded that at its meeting on 30 November, the committee resolved to recommend that the Chief Executive in consultation the Portfolio

Holder and the Chairman of Committee, write to the Director of Environment at Lancashire County Council requesting:

- To renew the planning permission or, if possible that a start be made on the construction of the road; and
- To enquire whether the County Council still intended to institute compulsory purchase proceedings in respect of land along the route.

An interim response from the County dated 19 December setting out the initial position was set out in the report.

The Chairman advised the committee that this matter had been the subject of discussion at a recent meeting of Lancashire Locals and read out the relevant minute of that meeting.

Following discussion the Committee RESOLVED:

1. To note the report.
2. To report to a future meeting of the committee when a full response has been received from the County Council.

5. Planning Obligations in Lancashire

Mark Sims (Principal Planning Officer) presented an updated report on the work undertaken by the County Council and other Lancashire Authorities to produce Good Practice Guidance on planning obligations which has been adopted by the County Council. A copy of the comprehensive policy document was circulated with the agenda, along with a summary note which had been requested by the Chairman.

Mr Sims explained that prior to the production of the document consideration of contributions had been dealt with on an inconsistent basis with no clear rationale for requests.

The committee was advised that the document put forward principles, methods and good practice with the aim of developing a consistent and robust approach to planning obligations across Lancashire. The report outlined the work of the Lancashire authorities in producing the document; the two stage consultation exercise undertaken and the structure of the document. Mr Sims suggested that the document be used as a material consideration in determining planning applications on a case by case basis.

Members sought clarification on the implications of the Guidance on existing planning policies. Mr Sims addressed this point.

The Committee RESOLVED to note the report.

6. Business and Industrial Land DPD

Tony Donnelly Head of Planning (Policy) sought the committee's views on whether it was prudent to continue with the preparation of the Business and Industrial Land DPD in light of relevant and changed circumstances.

Details with regard to the changed circumstances were outlined in the report (previously circulated) but included reference to the requirement to develop a Core Strategy prior to the general land allocations DPD.

Mr Donnelly added that it was now considered unsafe to continue with the preparation of the business and industrial land DPD and that the Council's main priority should be the preparation of the Core Strategy.

Following a full discussion it was RESOLVED to recommend to Council:

1. To not pursue further work on the Business and Industrial Land DPD.
2. To alter the Local Development Scheme to reflect the above.

7. Blackpool Industrial Airport Area Action Plan

Tony Donnelly Head of Planning (Policy) presented an update on the need for an Area Action Plan for Blackpool Airport.

Members were advised that having regard to various factors detailed in the report the preparation of an Area Action Plan could not be justified.

It was reported that since the publication of the agenda a response to the consultation had been received from Blackpool Airport. The Airport concurred with the views of Blackpool Council.

Following consideration of this matter the committee RESOLVED to recommend to the Portfolio Holder:

1. To not pursue an Area Action Plan for Blackpool Airport for the reasons outlined.
2. To make no reference to the Area Action Plan within the March 2007 revision of the Local Development Scheme.
3. To inform all relevant parties of the council's position.

8. LDF saved policies

Mark Sims (Principal Planning Officer) sought the committee's approval to save various adopted local plan policies beyond the 3 year saved period.

Mr Sims explained that the Fylde Borough Local Plan 1996 – 2006 was adopted on 19th May 2003 and the policies within it were saved until 27th September 2007. If the council wished to retain specified policies it would need to seek the Secretary of State's agreement to issue a direction to save

them. The council was required to submit a list of policies to be saved beyond that date to Government Office North West (GONW) by 1st April 2007. Mark Sims explained that the policies introduced in the Alterations Review to the Fylde Borough Local Plan will be subject to consideration at a later date. They are saved until 9th October 2008 and the council will be required to write to GONW in respect of their being saved by 9th April 2008.

The matrix attached to the agenda detailed 108 policies which were subject to consideration. The matrix proposed that 106 saved policies be extended beyond the 3 year saved period, with reasons. It also proposed that the remaining 2 saved policies be not extended beyond the 3 year saved period, with reasons, namely TR9, TR11. Mr Sims added that if the removal of TR11 (Fylde Coast Easterly By Pass), was accepted by the Secretary of State, it was proposed that an addendum be published on the Local Plan Proposals Map stating that the line of the route was no longer effective.

The committee RESOLVED:

1. To recommend to Council that the list of saved policies attached to the report be submitted to the Government Office for the North West.
2. To authorise officers to undertake any necessary arrangements to make editorial changes to the list of saved local plan policies so as to reflect imminent supplementary advice from the Department for Communities and Local Government.
3. To recommend that policies TR9, TR11 be not extended beyond the 3 year for the reasons detailed in the report and subject to officers obtaining and reporting to Council further information received from Lancashire County Council on the status of TR11.

9. Housing Needs Survey

Tony Donnelly Head of Planning (Policy) and John Cottam (Principal Housing Officer) presented a position statement on the proposal to undertake a new Housing needs survey.

Mr Donnelly explained that since the last meeting, PPS3: Housing had been published and this included policy changes which had direct implications in respect of this matter. In particular, PPS3 now required the undertaking of Strategic Housing Market Assessments (SHMA). These assessments had to be undertaken in relation to the whole housing market (i.e. Blackpool/Fylde/Wyre) not just the borough of Fylde. They would include the work formerly undertaken in respect of Housing Needs Surveys but the range of work now required by government was much wider since additionally it had to estimate the needs in the open housing market for different types of housing and in respect of nominated sectors of society e.g. the elderly and students.

The financial, practical and policy implications of undertaking two major studies was set out in the report. Members were asked to consider the following three options:

- Prepare the interim housing policy without an up-to-date evidence base on the issue of affordable housing needs (not recommended);
- Commission a full housing need survey to underpin the work (very expensive and not in accordance with PPS3);
- Commission an up-date of the Fordham Housing Needs Survey, with a view to undertaking the joint SHMA at a later time.

After a full debate it was RESOLVED to recommend to the Portfolio Holders that a full new Housing Needs Survey be not carried out; but that Fordham Research Ltd be asked to undertake an up-date of the 2002 survey report with a view to undertaking the joint SHMA at a later time.

10. Local Development Scheme

Tony Donnelly Head of Planning (Policy) sought the committees' view on a proposal to submit the Local Development Scheme to GONW. A full copy of the document was circulated with the agenda.

It was RESOLVED to recommend to Council that the draft amended Local Development Scheme be adopted and submitted to the Secretary of State before the end of March 2007.

11. Annual Monitoring Report 2006

Julie Glaister (Principal Planning Officer) reported on the Council's Annual Monitoring report which had been submitted to Government Office North West on 19 December.

Members were advised that authorities were required to produce Annual Monitoring Reports to assess the implementation of the local development scheme and the extent to which policies in local development documents were being achieved.

The Committee RESOLVED to note the report.

12. Sustainability appraisal scoping report- consultation responses

Julie Glaister (Principal Planning Officer) introduced a report on the results of a consultation on the sustainability appraisal scoping report exercise.

The report made reference to Hyder Consulting (UK) who had been commissioned by the council to prepare a Sustainability Appraisal scoping Report. The report also outlined statutory requirements; the purpose of

sustainability appraisal; responses to the consultation exercise undertaken and the proposed changes to the local development scheme.

After discussion it was RESOLVED:

1. To incorporate the amendments (detailed in appendix previously circulated) into the Sustainability Appraisal Scoping Report.
2. To agree to amend the Sustainability Appraisal Scoping Report on an interim basis pending any further changes required in relation to the preparation of the Core strategy.

13 .Blackpool Airport - possible Article 4 Direction

It was RESOLVED to defer consideration of this matter to the next meeting of the Committee.

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