



Agenda

Planning Committee

Date:

Wednesday, 8 June 2022 at 6:30 pm

Venue:

Town Hall, St Annes, FY8 1LW

Committee members:

Councillor Trevor Fiddler (Chairman)
Councillor Richard Redcliffe (Vice-Chairman)

Councillors Tim Armit, Gavin Harrison, Kiran Mulholland, Jayne Nixon, Linda Nulty, Liz Oades, David O'Rourke, Heather Speak, Ray Thomas, Stan Trudgill.

	PROCEDURAL ITEMS:	PAGE
1	Declarations of Interest: Declarations of interest, and the responsibility for declaring the same, are matters for elected members. Members are able to obtain advice, in writing, in advance of meetings. This should only be sought via the Council's Monitoring Officer. However, it should be noted that no advice on interests sought less than one working day prior to any meeting will be provided.	1
2	Confirmation of Minutes: To confirm the minutes, as previously circulated, of the meeting held on 18 May 2022 as a correct record.	1
3	Substitute Members: Details of any substitute members notified in accordance with council procedure rule 24.	1
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DECISION ITEM

REPORT OF	MEETING	DATE	ITEM NO
HEAD OF PLANNING	PLANNING COMMITTEE	8 JUNE 2022	4
KIRKHAM FUTURES PROGRAMME UPDATE			

PUBLIC ITEM

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

SUMMARY

This report provides an update with regards to progress on the Kirkham Futures Programme and shares the discussion notes of the Kirkham Futures Steering Group meetings. The Terms of Reference which were agreed at the April meeting of the Steering Group are also attached for review.

Members are reminded that the Kirkham Futures Programme is funded through the High Street Heritage Action Zone Funding (HAZ) and FHSF funding and runs from April 2020 to March 2024. The programme has entered the final two years of delivery and spend and progress to date on the individual projects is included within the main body of the report.

RECOMMENDATIONS

1. To approve the Terms of Reference of the Kirkham Futures Steering Group.
2. To note the progress with the delivery of the programme.
3. To note the award of exempt contracts.

SUMMARY OF PREVIOUS DECISIONS

Planning Committee - 23 June 2021

Following consideration of this matter, it was RESOLVED:

1. To note the spend to date on delivery of the High Street Heritage Action Zone programme of £123,000 (2020/21) & £73,000 (2021/22) which has been undertaken in line with emergency powers.
2. To approve the further draw-down of £917,802 in respect of Kirkham Heritage Action Zone which is included within the approved Capital Programme for 2021/22 and further reports will follow requesting drawdown from 2022/23 onwards.
3. To note that a further report will be presented to Finance & Democracy Committee at the next cycle of meetings to request approval of a fully funded capital funded budget increase of £80,000 to this scheme phased as detailed (£35,000 2021/22; £35,000 2022/23 and £10,000 2023/24) and that subject to this decision committee authorise the draw-down of £35,000 of this additional grant during 2021/22 to deliver the cultural programme.
4. That Councillor Liz Oades be nominated to Chair the Council's Kirkham Futures Steering Group that will oversee the delivery of the HS HAZ and FHSF programmes.

5. To authorise officers to establish a Kirkham Futures Community Project Board, consisting of representatives of the local community, key stakeholders, and delivery partners to act as a vehicle to engage with the local community during the development and delivery of the HS HAZ programme.

Planning Committee - 1 December 2021 - approved at Council on 6 December 2021

1. The Chief Executive recommends that the Council approves the acquisition of the property known as Hillside, 48, Preston Street, Kirkham, subject to the resolution of further negotiations with the owner to agree a purchase price as set out in the report, to be funded from the Future High Street Fund grant award, and to commence repair and conversion works to secure a sustainable future use as outlined in the report using High Street Heritage Action Zone Funding.
2. The Chief Executive recommends that the Council approves the acquisition of the freehold interest of the parcel of land to the rear of 46, Preston Street (The Stables), Kirkham, for a purchase price set out in the report to be funded from the Future High Street Fund grant award to allow the delivery of a comprehensive development of the building and grounds of Hillside.
3. The Chief Executive recommends that the Council approves the acquisition of the freehold interest of the property known as the former girls school/TSB bank 52 - 64, Poulton Street, Kirkham for a purchase price set out in the report and authorise officers to seek a potential restaurant / community tenant to take on a 7-year lease (insurance, utilities, internal repairs etc. including fit out will be met by the tenant), all costs being met from the Future High Street Fund grant award.
4. Subject to Council approval, to authorise the capital expenditure draw down as detailed within Tables 2 and 5 in the body of the report. The grant to fund this is broken down from the Future High Street Fund and the High Street Heritage Action Zone as detailed in the report.
5. To recommend that Full Council underwrite any additional costs to the project arising from the repair or rebuild of the retaining wall bounding Hillside (as estimated in the report) that cannot be met from the approved funding for this scheme (as detailed in Table 2), to be funded from the Funding Volatility Reserve, if required.
6. That the Head of Planning and Housing be requested to present a further report to members with all future options for the future use of Hillside, 48 Preston Street, Kirkham in order that the revenue cost implications of each associated proposal can be fully considered together with an outline of revenue costs which could fall to the council with respect to the former girls school/TSB bank 52-64 Poulton Street if no commercial end-user is immediately found following its acquisition and refurbishment and in any event to update the committee on developments with Kirkham Futures at each Planning Policy Committee.

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

REPORT

Kirkham Heritage & Eco Skills Resource Centre, Hillside, 48 Preston Street Kirkham

1. On 1 December 2021, the council approved the acquisition of Grade II Listed former Hillside restaurant at 48 Preston Street, Kirkham. The acquisition was to be funded from the Future High Street Fund grant award and would enable the commencement of repair and conversion works funded through both HAZ and FHSF to secure a sustainable future use for the building.
2. Subsequently in March 2022, the council acquired the property with the key objective identified in the original business case of establishing it as a specialised centre to provide training in heritage and eco skills, amongst

other services. The original business case, including the end user(s) for the building will form part of the Mid-Term Review, covered later in the report.

3. It was recognised prior to acquisition that Hillside was in a poor state of repair and the building was at risk. HAZ funding is in place to carry out emergency repairs to the external fabric of the building and JubbCrews chartered surveyors, based in Lancashire, have been appointed to oversee the external works required with contractors Heritage Property Repairs Northwest engaged to carry out the initial emergency works to secure the building and restore original lost or damaged historical features and prevent further damage to the building.
4. Scaffolding designs are in progress with external works expected to begin in the coming months.
5. Options for the future use of Hillside continue to be explored in order that the revenue cost implications of each associated proposal can be fully considered together with an outline of revenue costs which could fall to the council.

Former Girls Charity School 52 – 64 Poulton Street, Kirkham

6. On 1st December 2021, the council also approved the acquisition of the freehold interest of the property known as the former girls school/TSB bank 52 - 64, Poulton Street, Kirkham and authorised officers to seek a potential restaurant / community tenant to take on a 7-year lease.
7. Subsequently the property was acquired by Fylde Council in April 2022 and works are now ongoing to appoint a scheme architect to support the Council to develop the property, with all costs being met from the Future High Street Fund grant award and to then seek a potential restaurant / community tenant to take on a suitable lease.

Kirkham Shopfront/Property Improvement Scheme

8. Progress on the Kirkham Shopfront/Property Improvement Scheme began in earnest in November 2021 with the appointment of the Design Team consisting of North West Design Collective (NWDC), Joseph Boniface Architects and DC & MG associates, to assist with the process of drawing up plans for individual projects, submitting applications for all the necessary consents required for the individual schemes and preparing the tender paperwork for each individual project.
9. Following the appointment of the design team applications were invited from businesses and landlords, within the defined HAZ and FHSF areas of Kirkham Town Centre, who wished to apply to the scheme for funding towards property/shopfront improvements. Demand was high with over twenty-five applications received across both the FHSF and HAZ schemes and the application process has since been closed to new applications.
10. Of these initial applications six projects have now been sent out to tender and have all now been returned for consideration.
11. At the most recent meeting of the Kirkham Futures Steering Group held on 12 May 2022 members of the group agreed that an 80% grant intervention rate be applied to eligible schemes with an estimated total of up to twelve projects expected to be supported through the remaining two years of the HAZ funded scheme and a total of up to fifteen projects within the FHSF funded scheme.
12. Three of the six projects initially sent out to tender have now received grant offers with a deadline of 30th May for acceptance of these offers. The expected start date on site for the initial six projects, if accepted, is July/August 2022 subject to all the necessary consents having been obtained and all paperwork being in place.

Kirkgate Centre

13. Members will recall that through Future High Street funding (FHSF) the Council had originally proposed to acquire and repurpose the Kirkgate Centre to create an alternative and sustainable use, in particular to see a scheme that would see the first and second floors converted to residential use to provide 22 two bed affordable apartments whilst the ground floor would be retained for active retail uses.
14. Unfortunately, despite ongoing conversations with several potential private sector providers and housing associations it has not been possible to secure a scheme at the Kirkgate Centre due to it not being viable for partner organisations engaged.

15. Senior officers have been in discussion with the Department for the Levelling Up, Housing and Communities around the possibility of reallocating/redistributing the funding to existing ongoing projects within the Kirkham FHSF. Four potential options had been identified and proposed to the funder for redistribution of the funding and these options were also presented to the Kirkham Futures Steering Group meeting on 12 May 2022. Subject to the funder's approval members of the Kirkham Futures Steering Group agreed that the priority for the redistributed funding should be to progress phase one and two of the public realm works which would subsequently benefit everyone in the community and town centre and that an additional amount also be allocated to the Former Girls Charity School, 52-64 Poulton Street, Kirkham to account for the substantial increase in material and labour costs in relation to this scheme.

Public Realm

16. The phase one scheme has been designed and has the benefit of planning permission, however the key issue that remains is that the tenders for the phase one works have come in considerably over the budget allocation.
17. A Lancashire County Council (LCC) grant (Lancashire Economic Recovery Fund) has now been agreed in principle by LCC's Cabinet and is anticipated to contribute funding towards phase one and two of the public realm scheme for Kirkham and also to the Hillside project. A business plan had been submitted to LCC to enable the Council to draw down the funding agreed at the earliest opportunity.
18. Once concluded it is the intention to bring a report to committee to seek to add this additional funding to the Capital programme at the earliest opportunity. LCC have requested additional information following receipt of the business plan.
19. If agreed by the funder, reallocated funding from the Kirkgate scheme would be moved to the public realm scheme to enable works on phase one to progress in 2022 with phase two moving into the design phase. Anticipated start dates for the phase one public realm scheme at this stage remain nebulous until the funding is secured from LCC and confirmation of the reallocation of the Kirkgate funding is confirmed. The public realm scheme is also supported financially through HAZ, FHSF and section 106 funding.

Health and Wellbeing 2020-2024

20. Under the HAZ a Heritage & Well-being Consortium has been formed which brings together key partners who are in the process of running an exciting, innovative 4 year (2020-2024) programme of culture, heritage & well-being activities and interventions.
21. Already, the project has engaged many people in heritage themed activities in Kirkham.
22. In 2022-2024 the WREN Primary Care Network in partnership with Fylde Council and Historic England are expanding the provision of personalised care opportunities to the local population of Kirkham. As part of ongoing activity through Historic England's Heritage Action Zones Cultural Programme.
23. A dedicated Local Heritage Health and Wellbeing Coach will be appointed for the remaining 18 months of the HAZ project to work with patients to refer them into the Kirkham Heritage, Health and Wellbeing programme via social prescribing that will support health priorities within Kirkham. As a health and wellbeing coach they will provide coaching, support and opportunities for patients to manage their own physical and mental health through engagement with, and access to, interesting heritage-based activities across the Kirkham area.
24. This a very exciting pilot project that will make access to local heritage a fundamental part of improving the way patients can support and manage their own physical and mental health and well-being for the future.

HAZ Cultural Consortium 2020-2024

25. A number of projects have been ongoing through the Cultural Consortium for year one and two of the HAZ funded programme. The programme for years three and four of the projects is currently being finalised.

Year one and two delivery to date includes:

- a. **Investigation of Roman Kirkham** – Significant preliminary work has been carried out to look at the potential for a community dig in Kirkham. Evidence gathered in 2021 suggests that this would be possible. The cultural consortium is now in the process of seeking commitment from various partners to ensure the project is both feasible and the will exists to drive it forward. The project will provide

significant engagement opportunities, promote Kirkham's unique heritage, and result in the creation of a pop-up museum, interpretation, and artwork. The plan is for a community dig to be carried out in 2022, with the resulting artwork and museum being delivered in 2023.

- b. **The Haunting of Kirkham** – This project was developed by the consortium to focus on the listed buildings on the high street, in particular the Charity Girls School and Hillside House, both planned to become important cultural assets to the town as part of the Future High Street plan. The first as a restaurant/community cinema and the second as a Heritage Skills and Eco centre. Artists Elizabeth Chapman and Dustin Lyons proposed an animation project that would bring alive the heritage of buildings and engage the community.

To raise the profile and engage the community a Spooky Heritage Halloween event was planned, that included engagement with schools and a day centre. It proved popular despite the poor weather, installations were installed at specific connected to listed buildings, animating the high street. Organisations and individuals who had previously not engaged requested to participate in further projects and the consortium.

- c. **Kirkham with Love** - This project proposal focuses on the story of Hillside House and the Birley family, a family that had significant impact on Kirkham and the growth of the textile industry locally. Hillside House has an interesting story that is very much at the heart of the community as it became a restaurant and a nightclub, hosting many celebrations such as weddings, birthdays, and anniversaries. This proposal is centred around telling the story of the building and the love affair of the town, gathering stories of the place through time and the connection that exist. Telling its story and those of several other buildings of the high street, through animation, performance, and storytelling.

A proposal is taking place between January 2022 – April/May 2022 which includes a high-quality programme of engagement. Heritage information/research on all the listed buildings on the high street has been commissioned as source material for artists. An illustrator will be commissioned to draw the buildings concerned.

- d. **K for Kirkham** – A project concerned with the development of merchandising for the town. Individuals will be asked to celebrate one or more elements of Kirkham's heritage by using a blank letter K and decorating it with an image or a collage of images. All designs will be exhibited on the high street and the winning design will be used to create merchandising
- e. **Platinum Jubilee Celebrations** – Free drop-in workshops will be available in Kirkham Town Centre and at Kirkham united reformed church to invite families to have fun making 'Kirk'ums & Wes'ums 'clay figures that will form a procession in royal boxes in May/June at participating businesses on Kirkham and Wesham high streets.

Free art materials will also be distributed to enable the creation of crowns to install in windows in Kirkham and Wesham to create a jubilee window art trail and from 1st June a display of jubilee celebrations that have taken place over many years in Kirkham will go on display at Kirkham library until 30th June.

- f. **Going Out Project** - This project will utilise the performing arts, singing, dancing, drama and spoken word, as appropriate delivering a high-quality engagement programme. The main aim is to capture individual memories, stories of Going Out in Kirkham, when individuals celebrated, socialised and frequented dance halls, pubs, night clubs and the local cinema.

The Going out Project will look at social / leisure activities in Kirkham from war time until the 1980's and will include assisting with the development of four events, one in the middle of the day and three evening events, one of which will be planned as a celebratory event, showcasing the work.

A number of events are planned or have already happened throughout April & May 2022 including Pop Up Discos in Kirkham Town Centre with the first event focusing on the 1960's & 1970s and the second event focusing on the 1980's & 1990's. Big Nights Out will also be happening again focusing on the 1960's, 1970s, 1980's & 1990's with a final Celebration Event planned for the 25th June. The work of the cultural consortium has been very well received and has provided a very positive outcome for the first two years of the Kirkham Futures project.

Programme Mid Term Review

26. In addition to the continued delivery of each of the projects within the Kirkham Futures programme, Growth Lancashire has been commissioned by Fylde Council to undertake a Mid Term Review of the programme, with specific emphasis on highlighting the achievements and challenges the programme has faced to date. The review will also seek to understand the opportunities and aspirations identified within the original business plan for the Hillside project, with a view to forming a revised opinion on the potential end use(s) of the Heritage and Eco Skills centre.

Award of exempt contracts

27. During the course of the last 3 months, two contracts have been awarded using the qualified informal procedure, because other procedures could not practicably be followed. In both instances the Chief Executive certified that the need for the goods materials or works was urgent. The Head of Planning has also been satisfied that the arrangements made secure the best available terms to the Council commensurate with the contract risk and value and provide adequate protection against fraud and collusion. The details of the award of both these contracts are set out below:

Former Girls Charity School, 52 -64 Poulton Street, Kirkham - Following the recent acquisition of the Former Girls Charity School 52-64 Poulton Street, Kirkham we are now in a position to begin works on the property as per the original Future High Street Fund proposals. With less than two years to run on the four year FHSF programme, it is now with renewed urgency that there is a need to secure the supply of consultancy services to ensure that the project is able to complete on time and secure the full funding allocated to the project within the remaining two years. As a result, the Chief Executive authorised a consultancy services contract in connection with the proposed conversion of 52-54 Poulton Street Kirkham as an exempt contract under the contract procedure rules.

This will run for the remaining two years of the project and was awarded to DC & MG Associates.

Kirkham Heritage & Eco Skills Resource Centre, Hillside, 48 Preston Street Kirkham , Urgent repairs to Flank Wall – Following the recent acquisition of Hillside, 48 Preston Street, Kirkham a schedule of urgent works was prepared by JubbClews, the scheme's retained chartered historic building surveyors, in order to prepare for emergency works to be carried out to prevent further deterioration of the external fabric of the building, which will be the first step in the plans to repurpose the building.

With funding potentially at risk the Chief Executive authorised the award of a contract for specialist building services in connection with the emergency repairs which were required. This was dealt with as an exempt item under the exempt contract procedure rules and as a result the contract was awarded to Lancashire based Heritage Property Repairs Ltd for a period of approximately 12 weeks.

Future Reporting Arrangements

28. It is the intention that an update on the Kirkham Futures Project will be provided to committee on a quarterly basis in line with existing reporting commitments already in place for HAZ and FHSF.

IMPLICATIONS	
Finance	No implications arising from this report
Legal	No implications arising from this report
Community Safety	No implications arising from this report
Human Rights and Equalities	No implications arising from this report
Sustainability and Environmental Impact	No implications arising from this report
Health & Safety and Risk Management	No implications arising from this report

LEAD AUTHOR	CONTACT DETAILS	DATE
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Mark Evans	mark.evans@fylde.gov.uk & 01253 658460	23 May 2022

BACKGROUND PAPERS		
Name of document	Date	Where available for inspection
N/A		

Attached documents

Appendix 1 – Steering Group Terms of Reference.

Appendix 2 - Kirkham Futures Steering Group meeting notes 12 April 2022

Appendix 3 - Kirkham Futures Steering Group meeting notes 12 May 2022

Appendix 1

Kirkham Futures Project Board - Terms of reference

Terms of Reference to be agreed by Planning Committee.

Role and Function

The Project Board is established to provide an assurance and formal governance structure for the delivery of the High Street Heritage Action Zone (HS HAZ) and Future High Street Fund Programmes for Kirkham, jointly referred to as “Kirkham Futures”.

Responsibility for the day-to-day delivery of the Kirkham Futures Programme is delegated to the Executive Sponsor in consultation with the Project Board (currently the Deputy Chief Executive, to be replaced by the Head of Regeneration and Projects when in post).

The project board will:

- *Provide governing steer, direction, oversight and assurance during the lifetime of the project*
- *Consider and approve (or reject) proposed change requests to the project’s boundaries (e.g. scope, timeframe, cost).*
- *Assess high impact risk, issues, assumptions and dependencies that threaten the success of the project and its set boundaries (e.g. scope, timeframe, cost).*
- *Escalate high impact risk, issues, assumptions and dependencies to the Planning Committee where appropriate.*
- *Remove any barriers to resolution of issues, assumptions and dependencies and mitigation of risks that fall outside of the programme manager’s control.*
- *Ensure the project’s communication strategy is fulfilled and remove any barriers to communication that fall outside of the programme manager’s control.*
- *Increase the visibility of the project and ensure that it is fully supported at Leadership Board and Senior Management Team.*
- *Ensure the viability of the business case/justification remains valid through the lifetime of the project.*
- *Reduce, and avoid where possible, delays decision-making particularly if they threaten the project’s planned timeframes and ultimately its agreed target implementation date.*
- *Ensure that the project is suitably prioritised within the Council’s strategic plans and its departments’ work schedules, in order for the project to achieve its planned target implementation.*

Membership

The Project Board comprises officers from the teams identified below together with the elected representatives:

- Fylde Council Management Team representative
- Finance Service
- Legal Services
- Planning Service
- Regeneration Service
- Technical Services

The Planning Committee has nominated Councillors Karen Buckley and Elizabeth Oades as the member representatives on the group.

The Chairman and Vice-Chairman of the Working Group will be the elected members nominated to the Project Board.

Meetings

Administrative support will be provided by the Governance Team and meeting will usually take place monthly unless otherwise agreed by the Board.

The Project Board may invite other council officers or members, or representatives of outside organisations, to attend meetings, where this would assist with the delivery of the various projects.

The Programme Manager, supported by the Technical Officer, will be the secretary to the Project Board. The Programme Manager will also fulfil the following duties.

- *Compilation of the agenda in consultation with the Chairman of the Project Board*
- *Ensuring that minutes are recorded for each meeting, detailing any actions to be undertaken*
- *Advising the Project Board on exceptions to project boundaries set out in the Project Brief (accounting for any subsequent change controls)*
- *Presenting high impact risks, issues, assumptions and dependencies to the Board for assessment, decision*

Notes

Kirkham Futures Steering Group

Date:	Tuesday, 12 April 2022	
Venue:	Remote Meeting Via Zoom	
Present:	Councillor Liz Oades (Chairman) Councillor Karen Buckley - Leader Tracy Manning - Deputy Chief Executive. Mark Evans - Head of Planning. Paula Huber - Economic Development & Regeneration Manager. Melissa Thorpe - Town Centres Manager & Acting Project Manager. Derek Appleton - Corporate Finance Manager. Carly Smith - Legal Officer. Erin Coar - PR & Communications Officer. Gemma Broadly - Head of Corporate Services.	
Note Taker:	Lyndsey Lacey-Simone	Principal Democratic Services Officer

1. Apologies

Apologies were received from Marie Percival and Andrew Chatterjee.

2. Welcome and Introductions

Following introductions, the Chairman welcomed all those present to the meeting.

3. Terms of Reference - Kirkham Futures Steering Group

Members were invited to consider the proposed Terms of Reference of the Kirkham Futures Steering Group (previously circulated)

It was AGREED: to recommend to the Planning Committee the Terms of Reference as set out on the agenda.

4. The Project so far and Current Challenges

To provide some context, **Tracy Manning (TM)** introduced this item. In doing so, she highlighted some of the past key resource & communication challenges of the project and actions taken to address some of these including the recent appointment of Charlie Richards as Head of Regeneration & Housing.

Shop Front Improvement Scheme - Melissa Thorpe (MT) introduced this item. She advised that 25 applications (15 within the HAZ area and 10 within the Future High Street fund area) had been received since its launch in November 2021. A Design Team (made up of NWDC and DC & MG) had been appointed. Matters associated with the planning and tendering arrangements were highlighted. **MT** reported that a Grant Panel has been established to look at the tenders received and allocate/award grants and that this body will meet on 19 April 2022. Details regarding this were outlined at the meeting.

MT went on to say that it was hoped that works on the first 4 shopfront projects would commence in 4 to 6 weeks albeit the demand for the scheme had been higher than the fund allocation.

Cllr Oades (EAO) commented that she was aware that some interested applicants had suggested that they had not had a response from the Council about their enquiry and sought reassurance that this would be addressed. **MT** stated that the Design Team would pick this up.

Cllr Buckley (KB) asked about the funding arrangements/criteria used and the associated planning/tender requirements. **MT** addressed this point and in doing so, confirmed that projects with planning permission could be eligible for up to a maximum of 90% grant dependant on the nature of the application.

KB asked about the total amount of the fund allocation. **MT** suggested that in the HAZ budget including match funding, there was £380,737 and approx. £480,000 in FHSF for the remaining 2 years for the shop front scheme. **MT** expanded on the anticipated delivery of the spend, given significant contractor/materials cost increases since the project's inception.

Public Realm Improvements - ME reminded the Group that the scheme had been designed and had the benefit of planning permission. He added that the tenders for the works came in considerably over the budget allocation. As a result of this, it had been necessary to look at how the project can be moved forward with the funding available. The 4 bidders had been contacted and had been asked to reduce the geographical area of the works. He explained that as it was still a live tender situation, the matter was deemed to be confidential and in view of this, the lowest tender figure was reported at the meeting. The preferred option highlighted at the meeting to address the challenge was to reduce areas by taking out the Preston Street and Freckleton Street arms of the scheme. **ME** went on to expand on the phasing of the scheme /rationale behind this approach.

ME further reported that another element of funding secured was the LCC grant (Lancs Economic Recovery Fund) which had been agreed in principle by LCC's Cabinet. He added that discussions are currently taking place with officers at County to finalise the business case to allow the Council to draw down the funding. Once concluded, the intention is to bring a report to cttee and add to the Capital programme at the earliest opportunity.

EAO asked about the materials removed from Poulton Street and whether it would be retained/ recycled in Freckleton Street & Preston Street. **ME** confirmed that the intention was to re-use material where possible to make the wider project more sustainable.

KB asked for an update on the status of the business case to LCC. In response, **ME** advised on the position to date.

KB sought clarification on the committee reporting arrangements. **Action: ME to review the committee reporting arrangements/timetable and come back to Councillors Oades and Buckley at the earliest opportunity.**

Purchase of Hillside - ME reported on this item. The Council had acquired the building and carried out some publicity on the purchase. In addition, an Architect, Jubb Clews (an established heritage practice) had been appointed to oversee the initial repair works /refurbishment. They had prepared a schedule of immediate repair works required to the building. The Company had in turn, appointed a company which specialises in restoration. **ME** explained that the next stage was to develop a site compound/ secure the building/ install scaffolding etc and management of the car park before commencing on site.

ME further reported that one of the key issues relating to the acquisition of the building was the retaining wall at the rear part of the site. He advised that the recent court case concluded in the Council's favour and there was no immediate requirement for expenditure to be incurred.

In terms of progress regarding the future use of the building, **ME** indicated that a recent meeting had been held with Heritage Trust for the NW, and that interest from other parties including Groundwork; UCLAN; Blackpool & Fylde College; and the NHS, had also been investigated in the early stages of the project.

The Chairman invited question and these related to the following areas: shared arrangements for the wall; parking arrangements; comms; interest shown from the various parties; viability of the project/ leases etc; lead for the project; future plans for the building & cttee reporting arrangements. **ME** addressed these points including proposed opportunities for the site to secure revenue income.

TSB Building - ME reported that the acquired the building had been a more straightforward project in that, the previous owner had commissioned some works in the past and there was an opportunity to appoint the same company as they had already undertaken some background data/ survey work of the building. **ME** added that the Council was in the process of appointing that company.

ME went on to explain that the plan of action was that during May/June period, the revised details of the scheme would be looked at with a view to tendering the contract in August/Sept and a proposed contract start date of October 2022. It would be a 9-month contract which proposed a cinema / restaurant opportunity with the aim of it being community focused. **ME** explained that there was some leeway on the budget, and he expanded on that.

EAO asked about the outcome of the consultation has there been support for the cinema. **ME** confirmed this to be the case and went on to further clarify the position.

Kirkgate - ME stated that this had been a challenging project. Registered providers had looked at this scheme and none could make it financially viable. The initial project was to acquire the building and pass on to a registered provider. The Council had been back to the Dept for the Levelling Up Fund to establish whether the fund could be reallocated/redistributed for other purposes such as works to the frontage of the building or the shop front scheme.

EAO referred to the loss of car parking spaces in the Market Square and enquired whether some of the monies could be used for this purpose. She highlighted those 25 spaces had been lost in Market Square. In response, **ME** provided some options and gave an undertaking for this to be looked at. **Action: ME**

5. Mid -Term Review – Growth Lancashire

Paula Huber (PH) introduced this item and in doing so, provided some background to Growth Lancashire (GL). The Group was advised that the Council had recently become a member of Growth Lancashire. An overview of the specialist services provided by GL was given. **PH** stated that as the Kirkham programme is 2 years into a 4-year programme, it was an ideal time to review the status and challenges to determine how the Council is equipped to move forward over the next 2 years to deliver the project.

PH further reported that she had arranged an inception meeting with GL. They will undertake a mid-term review and look at key aspects of the programme with a view to reporting on the matter to a future meeting of the Steering Group.

KB asked about the Council's experience of working with GL. **PH** addressed this point.

TM gave her support to the proposed review of work to be undertaken by GL.

6. Quarter 4 - HAZ and FHSF Funding Report

Derek Appleton (DA) provided some headline financial figures re HAZ and FHSF.

Kirkham HAZ scheme – It was reported that the claimable total expenditure at Quarter 4 was £635k against a forecast budget of £859k resulting in a loss of grant of £224k from Historic England. Historic England had stated that there is no slippage available. Mark Evans provided an update on the letter / correspondence from the MP.

Kirkham Future High Street Fund – It was reported that there is no loss of grant as the awarding body allows us to roll over any underspends into subsequent years.

ME went on to expand on the letter received from the MP for Fylde in that, there appeared to be a different message from Historic England and the MP. The information provided by the MP suggested that “the programme will not be at risk”, which was initially interpreted as the Kirkham programme and not the overall programme across the country. **Action: ME to further clarify the position with the MP and report back to the Group.**

7. Community Engagement Programme Review - Year One

MT introduced this item. A copy of the end of year summary of the Year One Community Engagement Programme was circulated with the agenda. **MT** went through the detail contained in the summary and highlighted the main successes. Members were advised that the Project was very well received.

MT went on to confirm that Years 2 and 3 of the Community Engagement Programme were now in draft form.

8. Project Communications

By way of introduction, **EAO** referred to some communication challenges that she had experienced in recent times and looked for some improvement in this area. In response, **Erin Coar (EC)** confirmed that the contract with the external company responsible for external communications came to an end on 31 March 2022 and as a result, this would now be brought back in house. She added that as the Team had recently grown, there were now more resources available to accommodate the comms requirements.

TM emphasised the importance attached to both internal and external project communications. She went on to say that regular meetings of the Steering Group would go some way to address this and the knowledge base of what is going on with the project generally.

KB asked about what positive comms could be taken from the meeting. In response, **EC** stated that this was a significant point of the project and a roundup of what has been done so far /plans would be helpful. It was also acknowledged that a review/update of the content of website would be timely to strip out outdated information and refresh with updated information. **Action: EC/MT**

ME referred to the opportunity for visuals to engage with the community by putting up posters/ banners up in Kirkham town centre to highlight the current/ongoing works/car parking etc. **Action: MT**

KB asked that a comms plan be put in place highlighting the shop front scheme in particular. **Action: MT/EC**

9. Any Other Business

There was no other business.

10. Date of Next Meeting

The Chairman thanked all for their attendance and contributions. It was suggested that the next meeting be held w/c 9th May 2022 onwards. Date TBC.

Notes

Kirkham Futures Steering Group

Date:	Thursday, 12 May 2022	
Venue:	Remote Meeting Via Zoom	
Present:	Councillor Liz Oades (Chairman) Councillor Karen Buckley - Leader Tracy Manning - Deputy Chief Executive. Mark Evans - Head of Planning. Melissa Thorpe - Town Centres Manager & Acting Project Manager. Derek Appleton - Corporate Finance Manager. Carly Smith - Legal Officer. Mike Harris – Press Officer.	
Note Taker:	Lyndsey Lacey-Simone	Principal Democratic Services Officer

1. Apologies

Apologies were received from Paula Huber, Marie Percival, Gemma Broadley and Erin Coar.

2. Welcome and Introductions

Following introductions, the Chairman welcomed all those present to the meeting.

3. Notes and Actions from Previous Meeting

Tracy Manning (TM) introduced this item. In doing so, she referred to the notes of the last meeting which detailed a list of actions arising from the previous meeting of the KFSG. In summary, these were reported as follows:

Actions Brought Forward from 12 April 2022

- **ME to review the committee reporting arrangements/timetable and come back to Councillors Oades and Buckley at the earliest opportunity.** It was reported that **Melissa Thorpe (MT)** had drafted an information report to go the June meeting of the Planning Cttee which will include past minutes of the group meetings.

Cllr Buckley (KB) requested that a report come to the next meeting of the Steering Group setting out the timetable for the delivery of the projects running to 31st March 2024 **Action: MT**

- **25 car parking spaces had been lost in Market Square** – Actioned - This was covered on the agenda under item 4.
- **ME to further clarify the position about the “programme not being at risk” with the MP and report back to the Group** – It was reported that the MP for Fylde had met with Minister and further feedback was sought **Action: ME to chase up and update the group at the earliest opportunity.**

- ***It was reported a review/update of the content of website would be timely to strip out outdated information and refresh with updated information.*** This was dealt with in the Comms item.
- ***The opportunity for visuals to engage with the community by putting up posters/ banners up in Kirkham town centre to highlight the current/ongoing works/car parking etc.*** This was dealt with in the Comms item.
- ***KB asked that a comms plan be put in place highlighting the shop front scheme in particular.*** This was dealt with in the Comms item.

4. Project Updates

Shop Front Improvement Scheme - Melissa Thorpe (MT) introduced this item. In doing so, she referred to the document previously circulated to the Group on the matter.

Details regarding to recent challenges relating to the allocation of grant funding for three shopfront conversions were highlighted at the meeting. Members were invited to consider 3 options (detailed below) and the associated risks to the HAZ & FHSF shopfront scheme. It was also suggested that consideration be given to any changes that the group deem necessary to the amount of grants offered to the three applicants in the first instance, and to the scheme moving forward.

The options presented at the meeting were as follows:

Option 1- Provide a 90% intervention rate on all projects taking part in the scheme regardless of cost, size, or location within the town centre.

Option 2 - Provide an 80% intervention rate on all projects taking part in the scheme regardless of cost, size or location within the town centre.

Option 3 - A grant panel will assess Shopfront projects against the scoring criteria which will result in a varying degree of intervention rates based on pre-set criteria

Cllr Oades (EAO) stressed the importance attached to this scheme and suggested that the Council move forward with Option 2 to provide an 80% max intervention rate. This was supported by **KB**. **Action: MT**

Public Realm Improvements - ME reported that whilst the scheme had been designed and had the benefit of planning permission, the key issue that remained is that the tenders for the works had come in considerably over the budget allocation.

The Group was reminded that the other element of funding secured was the LCC grant (Lancs Economic Recovery Fund) which had been agreed in principle by LCC's Cabinet. **ME** informed the group that a business plan had now been submitted to LCC to allow the Council to draw down the funding. Once concluded, the intention was to bring a report to committee and add to the Capital programme at the earliest opportunity. The group was advised that LCC had asked for some additional information and anticipated start dates at this stage were nebulous until the funding was secured.

KB asked that a copy of business plan be shared with group. **Action: ME/PH**

Future Car parking Provision - A detailed discussion took place about matters associated with the displaced Market Square car parking and the impact on the high street generally including the proposal to move the car parking to Kirkgate if the scheme was progressed in Phase 2 of the design works.

Market Square Planting Works - Issues relating to the maintenance of Market Square planting works and the associated planning condition were raised at the meeting.

Reference to the Town Council's proposal to continue public realm themes outside project area including the design rationale were further highlighted.

Councillor Oades (EAO) sought clarification on a number of areas including: LCC decision making process regarding funding; loss car parking spaces/ use of Market Square when events are not taking place; feasibility of a parking permit scheme at Kirkgate; general management/maintenance of planting works and the town councils role; restrictions on planting in Market Square and issues of securing alternative locations whilst the public realm works were ongoing; relationship/communications between planning and parks; entrance to market square

being pulled up/ closed. **ME** addressed these points. **MT confirmed that the issues relating to the works at the entrance to the market square were due to the repair of a sink hole.**

KB asked financial aspects of the open spaces contract. **EAO** addressed this point.

Former Girls School, schedule of works and timetable - **ME** reported that he would update members on the indicative timetable at the next meeting. A local architect, who had been commissioned to undertake the works was currently putting together a schedule of adjustments to the scheme that had previously received planning permission. **Action: ME to circulate indicative programme and include on agenda for the next meeting.**

KB asked about ongoing revenue costs -**Derek Appleton (DA)** addressed this matter.

Kirkgate - **ME** stated that as previously advised, the Kirkgate centre acquisition is not going to go ahead as it was not viable for partner organisations. The initial project was to acquire the building and pass on to a registered provider.

It was reported that officers had spoken to our FHSF case officer at Dept for the Levelling Up Fund about the possibility of reallocating /redistributing the funds for other purposes such as works to the frontage of the building or the shop front scheme funds and to seek an 'in principle' agreement. 4 potential options had been put forward.

ME advised that any alternative proposal must:

- Meet the original objectives of the FHSF programme.
- Meet the minimum BCR of 2:1.
- A project change request must be submitted, and this would take at least 6-8 weeks to process.

Potential deliverable options put forward for consideration were:

1. Private scheme for Kirkgate working with current building owner to deliver market homes.
2. Public realm
Required to meet increased cost in materials.
Delivers more of the 'original' scheme.
3. Shopfronts
Potential to offer higher intervention rates and scheme throughout
4. Former TSB Bank refurb
Committed to scheme following purchase and costs increasing as with other projects.
About £100k additional cost estimate (at current prices)

It was acknowledged that the ongoing increase in the costs of materials/ labour was deemed to be a high risk.

EAO stated that her preference would be to reinvest in existing projects (Options 2, 3 and 4) with the priority being (Option 2) public realms works that would benefit everyone in the community. This was agreed by the Group. **Action: ME to progress.**

Health and Wellbeing Project - **MT** presented an updated report on Year 3 of the Health & Wellbeing programme. She advised that the Council was in receipt of job description, person specification and a Service Level Agreement for a Local Heritage Health and Wellbeing Coach which will be jointly funded by Fylde Council and Wyre Rural Extended Network (WREN) Primary Care Network. WREN will manage the work of the postholder over the next 2 years of the project, with referrals being made into a social prescribing programme of events specifically developed for the Kirkham Futures Project. Year 3 will continue with the current post holder to provide a consultancy service over the next 12 months. The postholder will provide the link between the Council and WREN.

In addition to the above, an evaluation of the scheme (led by consultants) would be undertaken. It is proposed to extend their work until end of June to drive Year 3 and Year 4 work.

Staffing - TM reported on this matter and in doing so, referred to the staffing document previously circulated. She highlighted the new/ key posts and other supporting officers that would be involved in the delivery of the project.

5. Project Communications Plan

Mike Harris (MH) was invited by the Chairman to present an update in this matter. **MH** stated that a draft project Communication Plan which had recently been prepared included key milestones of the project. He added that this currently runs to July 2022. In addition, Kirkham Futures website was currently under review to update and remove outdated information. Social media details from Rhodes Media had been received which would enable Facebook coverage re Kirkham Futures to be implemented.

KB highlighted the need to prioritise the update the website to enable the update on the shop front scheme to be communicated. **Action: MH/ EC**

6. Growth Lancashire Mid Term Review

TM reported that both she and **Paula Huber** had recently attended a meeting with the Acting Head of Growth Lancashire (GL). The Group was reminded that the Council had previously agreed to be a member of Growth Lancashire and the Leader would sit on the Board.

Some of the areas discussed at the meeting were highlighted including: the need to conduct a mid- term review, which looked at the original aspirations being delivered /funding streams; economics / sustainability of some of the projects/end use of buildings alongside opportunities created with partner organisations.

TM stated that GL would draw up the methodology which would be focused on programme sustainability and approach to be agreed by the group in due course. **Action: TM to bring a report to the next appropriate meeting.**

7. Any Other Business

There was no other business.

8. Date of Next Meeting

The Chairman thanked all for their attendance and contributions. It was suggested that the next meeting be held w/c 20 June 2022 onwards. Date TBC.

DECISION ITEM

REPORT OF	MEETING	DATE	ITEM NO
HEAD OF PLANNING	PLANNING COMMITTEE	8 JUNE 2022	5
PARKING SUPPLEMENTARY PLANNING DOCUMENT (SCOPING)			

PUBLIC ITEM

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

SUMMARY

On 14th October 2020 Planning Committee approved the Local Development Scheme 2020, which sets out a list of Supplementary Planning Documents (SPDs) which will be produced by officers, including a Parking SPD.

It is proposed to produce an SPD for Parking. The Parking SPD would set out indicative standards, to be applied flexibly by the Council based on the circumstances of sites. The SPD would provide detail on the required layout, spacing, design, landscaping and siting of parking within development sites, including all types of vehicle, operational parking and servicing including waste collection. It would provide guidance on provision for electric vehicle charging, and advice on documentation required with planning applications.

The Parking Supplementary Planning Document (Scoping) is appended to this report. It provides a suggested structure to the proposed SPD and includes consultation questions. This report seeks approval from members for the Parking Supplementary Planning Document (Scoping) to be published for consultation for 4 weeks. This is in line with the Fylde Council Statement of Community Involvement 2020 Section 4 and Regulation 12 (a) of The Town and Country Planning (Local Planning) (England) Regulations 2012.

RECOMMENDATIONS

That the Parking SPD (Scoping), as attached as Appendix 1, be issued for public consultation.

SUMMARY OF PREVIOUS DECISIONS

14th October 2020 Planning Committee approved the LDS 2020 which sets out a list of SPDs which will be produced by officers.

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

REPORT

1. Supplementary Planning Documents (SPDs) provide greater clarity as to the requirements of Local Plan policies for specific situations or types of development. SPDs may not make policy, but rather provide guidance on the application of the policies contained in the adopted Fylde Local Plan to 2032 (incorporating Partial Review).
2. Paragraph 3.9 of the Local Development Scheme 2020 identifies the Parking SPD as one of the next suite of SPDs to be produced to support the policies of the recently-adopted Fylde Local Plan to 2032 (incorporating Partial Review). The Parking SPD is considered necessary for a number of reasons:
 - The existing standards are out-of-date and in part not in accordance with national policy;
 - The existing standards involve a highly complicated calculation to assess;
 - Clarity is needed on sizes of parking spaces to reflect the increasing size of vehicles and need for provision for different types of vehicle;
 - Pedestrian circulation space around parking has often not been provided;
 - There is a lack of guidance on vehicular manoeuvring space from parking areas;
 - There is a need to ensure sustainable drainage to parking areas;
 - There is a need to reinforce good practice on cycle parking;
 - There is a need for specific guidance on design and landscaping; and
 - There is a need to provide guidance on electric vehicle charging requirements.
3. The first stage of producing an SPD is to consult on what the SPD should contain, termed a “scoping” consultation. The Parking Supplementary Planning Document (Scoping) attached as Appendix 1 provides an overall framework of the proposed SPD, and asks a series of questions to encourage consultees to state what they feel should be included within the document.
4. The Parking SPD (Scoping) provides an introduction, a draft vision, identifies issues and draft objectives. Following a review of policy and guidance, it is proposed that the SPD will contain sections on:
 - the overall approach to decision making on parking, which will emphasise policy compliance rather than adherence to fixed numerical requirements;
 - indicative standards set out in tables for different areas of the Borough, for various groups of proposed uses and developments. These will include standards for specified actual proposed uses, notwithstanding the coverage of development types contained within class E. The indicative standards would be applied flexibly by the Council based on the circumstances of sites and the implications of the proposed levels of parking provision in relation to policy requirements;
 - detail on the required layout, spacing, design, landscaping, surfacing materials, sustainable drainage and siting of parking within development sites. This would include specifications for operational parking and servicing including waste collection;
 - detailed guidance on parking requirements for other (non-car) types of vehicle. This will include cycles, e-bikes, motorcycles, mobility scooters and commercial vehicles. Guidance will set out indicative standards and provide detailed design and size requirements;
 - guidance on provision for electric vehicle charging, on various development types;
 - the requirement for Transport Assessments, Transport Statements and Travel Plans to accompany planning applications, including the scale of development for which each will be required, and the outcomes that are expected from each.
5. The consultation will run for 4 weeks from 9th June 2022 to 7th July 2022.
6. Following the consultation, the responses will feed into the draft of the full SPD. A Sustainability Appraisal of the SPD will be carried out and the final version of the Parking SPD will be presented to members prior to the final consultation on its content.

IMPLICATIONS	
Finance	None
Legal	The Parking SPD (Scoping) will undergo consultation in accordance with Regulation 12 (a) of The Town and Country Planning (Local Planning) (England) Regulations 2012
Community Safety	The Parking SPD will embed good practice so that parking and cycle parking areas do not provide opportunities for theft and vandalism
Human Rights and Equalities	The Parking SPD will ensure provision is made for the needs of all people including those with restricted mobility.
Sustainability and Environmental Impact	The Parking SPD will promote sustainable forms of development
Health & Safety and Risk Management	The Parking SPD will promote safety in design of parking areas on development sites and in street layouts.

LEAD AUTHOR	CONTACT DETAILS	DATE
Eddie Graves	eddie.graves@fylde.gov.uk 01253 658419	24 th May 2022

BACKGROUND PAPERS		
Name of document	Date	Where available for inspection
N/A		

Attached documents:

Appendix 1: Parking Supplementary Planning Document (Scoping)



Parking

**Supplementary Planning
Document (Scoping)**

For Consultation

9th June 2022 - 7th July 2022

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Consultation Information

This document has been produced by the Council as part of the preparation of a Supplementary Planning Document (SPD) on Parking. Councils are required to consult when preparing an SPD (Regulation 12 of the Town and Country Planning (Local Planning) (England) Regulations 2012). The Council must then prepare a summary of the main issues raised and how those issues have been addressed in the SPD.

This consultation therefore invites representations on what the Parking SPD should contain. The representations received will be considered, and will inform the content of the draft SPD. The draft SPD will then be subject to a further consultation (under Regulation 12b and 13 of the Town and Country Planning (Local Planning) (England) Regulations 2012).

How to Respond

Responses should address the questions in each section of the document. The Council's preference is for responses to be sent by email to PlanningPolicy@fylde.gov.uk. Alternatively they may be sent by post to Planning Policy, Fylde Council, Town Hall, St Annes Road West, Lytham St Annes, Lancashire FY8 1LW.

1. Introduction

- 1.1 Supplementary Planning Documents (SPDs) provide further detail and guidance in relation to policies and proposals within the Development Plan, in this case the Fylde Local Plan to 2032 (incorporating Partial Review) which was adopted by the Council on 6th December 2021. The main objective of the SPD is to provide greater detail with respect to the requirement for parking on development sites and other issues relating to the provision of parking. It seeks to provide clarity to applicants as to the requirements for an application in respect of this subject.
- 1.2 This SPD Scoping Report is intended to describe the proposed scope/content of the SPD. It includes questions about the proposed content and options for dealing with particular issues.
- 1.3 Additional issues raised through the Consultation on this document will be reviewed by the Council and considered for inclusion within the document. Whether or not additional issues are included will reflect consideration of the evidence in relation to those issues and whether they can be addressed by the Parking SPD.
- 1.4 As a Supplementary Planning Document, the Parking SPD can only provide guidance on how the Council will respond to development proposals through the planning process. It cannot address standing issues that residents or businesses may have regarding parking, except in circumstances where a development proposal that is the subject of a planning application can contribute towards the resolution of the issue.
- 1.5 The Parking SPD will supersede the existing adopted standards which are the Lancashire County Council Joint Lancashire Structure Plan Parking Standards (2005).
- 1.6 The Borough of Fylde comprises the major coastal resort towns of Lytham and St Annes, the market town of Kirkham and its adjoining settlement Wesham, developed areas forming the outskirts of the adjoining Borough of Blackpool, the settlements of Freckleton and Warton, and an extensive sparsely-populated rural area. Issues relating to parking vary between areas of the Borough; the Council needs to be able to provide guidance for parking that reflects the circumstances of the area concerned.
- 1.7 The Government aims that one half of all trips within towns will be made by cycle or on foot by 2030. However, in Fylde, existing cycle parking infrastructure is very poor. It is therefore critical that cycle parking infrastructure is provided in association with developments.
- 1.8 The government is encouraging a move towards electric vehicles and in 2021 18.6% of new cars were electric or plug-in hybrid. The proportion of electric vehicles is likely to continue to increase significantly. Parking areas required on development sites will need to incorporate appropriate charging facilities.
- 1.9 It is therefore important that the Council provides guidance that can be directly relevant to the areas concerned and the specific issues at those locations.

Q1. Do you agree that the Council should produce a SPD to provide detailed guidance on parking on development sites?

2. Vision, Issues and Objectives

Vision

Applicants will have a clear understanding of the Council's expectations for parking in the development they are bringing forward, and the essential policy requirements. New developments will have well-designed parking which will blend into the overall street scene through the use of soft landscaping to have minimal impact. The needs of cyclists, pedestrians and disabled people will have been prioritised in the design of parking. Parking will provide electric vehicle charging capability

Issues

- The existing standards are out-of-date and in part not in accordance with national policy
- The existing standards involve a highly complicated calculation to assess
- There is a lack of clarity on required sizes of parking spaces; vehicles have been increasing in size, there is a need for provision for different types of vehicle, including disability spaces
- Pedestrian circulation space around parking has often not been provided
- Lack of guidance on vehicular manoeuvring space from parking areas
- Sustainable drainage to parking areas is important for flood risk prevention/mitigation
- Cycle parking: need to reinforce good practice
- There is a need for specific guidance on design and landscaping of parking areas
- There is a need to provide guidance on electric vehicle charging requirements
- There is a need to ensure management of temporary peaks in parking need at events at new developments

Objectives

- To provide straightforward, easy to use tables setting out the indicative standards for parking for each land-use in each part of the Borough
- To ensure that it is understood that the Council will have discretion to apply the standards flexibly, based on the circumstances of the individual development proposal and the local context
- To clearly set out the Council's expectations for the layout and design of parking, including dimensions and detailed illustrations of good practice
- To reinforce the importance of prioritising pedestrian access to, through and around parking areas and to ensure that the Council can require such measures are incorporated into developments and retained

- To ensure the incorporation of sustainable drainage to parking areas
- To ensure the provision of generous, convenient and usable cycle parking in connection with all developments, and that other types of vehicle are provided for where necessary
- To ensure that developments will provide for future needs for electric vehicle charging

Q2. Do you agree with that the SPD should consider the issues above, and are there any others that should be added?

Q3. Do you agree with the objectives as stated? Are there any that should not be included or should be amended, or further objectives that should be added?

3. Policy and Guidance Review

The Local Plan

3.1 The latest adopted version of the Local Plan is the Fylde Local Plan to 2032 (incorporating Partial Review), which was adopted on 6th December 2021.

3.2 Local Plan Policy T5 states that

Parking Standards

Car parking should, wherever possible, be provided on site so as to ensure there is no detrimental effect on highway safety.

A flexible approach to the level of car parking provision will be applied, dependent on the location of the development concerned.

3.3 The supporting text states:

11.60 The Council is aware of the need to manage car parking on all new developments. Local circumstances need to be taken into account when setting local parking standards. The standards set will be for the provision of the minimum number of parking spaces on a site.

3.4 The Local Plan commits the Council to producing an SPD:

11.61 The Council will prepare a Supplementary Planning Document (SPD) on parking standards, which will set out local minimum standards which will need to be applied to all new developments in Fylde.

3.5 In addition, Local Plan Policy T4 promotes a shift away from car use towards public transport, walking and cycling. Policy T4 also promotes electric vehicles:

i) Support the shift towards new technologies and fuels by promoting low carbon travel choices and encouraging the development of ultra-low carbon / electric vehicles and associated infrastructure

3.6 In addition, Policy GD7 places requirements on applicants regarding parking areas:

j) Ensuring parking areas for cars, bicycles and motorcycles are safe, accessible and sympathetic to the character of the surrounding area and that highway safety is not compromised.

3.7 Policy GD7 also sets out requirements on the layout of development, of which parking is a key component:

k) Ensuring the layout, design and landscaping of all elements of the proposal, including any internal roads, pedestrian footpaths, cycleways and open spaces, create user friendly, sustainable and inclusive connections between people and places resulting in the integration of the new development into the built and historic environment.

3.8 The same policy considers certain other relevant matters under the sub-heading Highway Safety. The policy is unequivocal about the hierarchy of road users:

The needs of non-motorised users, such as pedestrians and cyclists, should be prioritised over other road users, through design measures.

- 3.9 The policy also specifically highlights the importance of highway safety, and the role that parking plays in maintaining it:

The development should not prejudice highway safety, pedestrian safety, and the efficient and convenient movement of all highway users (including bus passengers, cyclists, pedestrians and horse riders). The development should not reduce the number of on-site parking spaces available, unless there are other material considerations which justify the reduction.

- 3.10 The policy reinforces the requirements for non-motorised users to be prioritised with more detailed provisions:

All development proposals will need to show that appropriate provision is made for public transport services; appropriate measures are provided to facilitate access on cycle or foot; where practicable, ensure existing pedestrian, cycle and equestrian routes are protected and extended; and the needs of specific groups in the community such as the elderly and those with disabilities are fully provided for.

National Planning Policy Framework

- 3.11 The National Planning Policy Framework (July 2021) (the Framework) places transport issues at the earliest stages of consideration. It requires (paragraph 104) that (the most relevant to this issue):

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

- 3.12 The Framework makes explicit reference to parking standards. Paragraph 107 states:

If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

- 3.13 Paragraph 108 covers the setting of maximum standards:

Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities

should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

- 3.14 Paragraph 109 covers lorry parking. Only the last part of this is directly relevant to Fylde:

Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

- 3.15 The Framework requires that policies are prepared with the active involvement of highway authorities. It requires policies to provide for walking and cycling networks with supporting facilities such as secure cycle parking.
- 3.16 The Framework requires that the design of streets, parking areas and other transport elements of developments to reflect current national guidance, including the National Design Guide and the National Model Design Code (paragraph 110). Developments should prioritise pedestrians and cyclists and give access to public transport; should address the needs of the disabled; should create safe, secure and attractive places; should allow for the efficient delivery of goods, and access by service and emergency vehicles; and should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 112).
- 3.17 All developments that will generate significant amounts of movement should provide a travel plan; applications should be supported by a transport statement or transport assessment (paragraph 113)

Written Ministerial Statement

- 3.18 The statement made by Eric Pickles, Secretary of State for Communities and Local Government, on 25th March 2015 sought to clarify national policy. It reinforced the abolition of maximum parking standards and stated that the market was best placed to decide if additional parking spaces should be provided. The text was taken up by the updated Framework in paragraph 108 (see above).

Planning Practice Guidance (PPG)

- 3.19 The PPG section on Travel Plans, Transport Assessments and Statements sets out the role of each of these documents in supporting development proposals. Travel Plans are long-term management strategies to integrate sustainable travel into developments. They should identify opportunities for sustainable transport initiatives in connection with developments, thereby reducing demand for travel by less sustainable modes. Transport Assessments are thorough assessments, net of the effects of the Travel Plan, of the transport implications of development; Transport Statements are lighter touch evaluations where developments will have only limited impacts. Both may propose mitigation measures where necessary.
- 3.20 Travel Plans, Transport Assessments and Statements support national planning policy to actively manage patterns of growth to make the fullest possible use of public transport,

walking and cycling and focus significant development on locations that are or can be made sustainable. They should: be proportionate to the development proposed; build on existing information; be established at the earliest stage; be tailored to local circumstances; involve collaborative ongoing working with relevant bodies.

- 3.21 Local planning authorities should judge whether a Travel Plan is needed on a case-by-case basis, taking into account: the Travel Plan policies of the Local Plan; scale and trip-generation of the development; existing intensity of transport use; availability of public transport; environmental designations; impact on other strategies; cumulative impacts; particular impacts upon which the Travel Plan should focus; national policy.
- 3.22 Travel Plans should consider benchmark travel data, trip forecasts, existing travel habits, proposals to reduce the need to travel to the site, provision of improved public services, parking strategy options (having regard to national policy) and proposals for new/enhanced public transport/walking/cycling facilities.
- 3.23 Local planning authorities should judge whether a Transport Assessment or Transport Statement is needed on a case-by-case basis, taking into account similar issues as noted for Travel Plans above.
- 3.24 Transport Assessments and Statements should consider for inclusion:
- information about the proposed development site layout and access
 - neighbouring uses, amenity and character, existing functional classification of the nearby road network;
 - data about existing public transport provision;
 - travel characteristics of the proposed development across all modes of transport;
 - assessment of trips from relevant committed development in the area;
 - traffic flow data on links and at junctions; identification of critical links and junctions;
 - injury accident records;
 - likely environmental impacts of transport related to the development;
 - measures to improve the accessibility of the location;
 - parking facilities in the area and the parking strategy of the development;
 - ways of encouraging environmental sustainability by reducing the need to travel; and
 - measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads
- 3.25 In general, assessments should be based on normal traffic flow and usage conditions (eg non-school holiday periods, typical weather conditions) but it may be necessary to consider the implications for any regular peak traffic and usage periods (such as rush hours). Projections should use local traffic forecasts such as TEMPRO drawing where necessary on National Road Traffic Forecasts for traffic data.

Manual for Streets

- 3.26 Manual for Streets is nationally-approved detailed guidance on the design of street layouts, predominantly in residential areas. Its chapter 8 covers parking, including cycle parking. It considers detail in the provision of cycle parking, including storage sheds, parking for dwellings including the relationship with garages, options for parking in flats, visitor and communal parking for all types of use. In respect of car parking, it notes that attempts to constrain

residential parking provision do not tend to affect the numbers of vehicles and provision of sufficient spaces is important; however, car clubs can be effective and communal spaces can be more efficient in providing for needs. It considers the role of on-street parking and highlights advantages and pitfalls. It provides design advice, considers the role of garages and required space sizes. It provides advice on disabled parking and parking for motorcycles.

Manual for Streets 2

- 3.27 Manual for Streets 2 supplements Manual for Streets. It considers a wider range of street types and focusses particularly on existing streets and how these can be made to work more effectively. Its Chapter 11 considers the issue of on-street parking and servicing as a component of this.

Joint Lancashire Structure Plan Parking Standards 2005: Lancashire County Council

- 3.28 The JLSP standards have been the standards adopted by Fylde Council. It provides tabulated standards for a long list of possible land uses, with reductions in areas of good accessibility. It identifies a hierarchy of settlements when applying accessibility reductions to A1, A2, B1 and D2 uses. For other uses, accessibility questionnaires are provided (separate versions for residential and commercial uses) to be completed by the applicant. The standards are maximum standards in accordance with national policy when they were first published.

Lancashire County Council Access and Parking SPG 2005

- 3.29 The Access and Parking SPG is the companion to the JLSP parking standards, incorporating them as appendices. It explains the calculation of parking standards according to the JLSP standards, and provides general guidance on the design and layout of parking.

Highway Code 2022

- 3.30 The updated Highway Code provides statutory advice and regulations for all road users. The updated version places emphasis on the hierarchy of road users, with those most vulnerable having the greatest importance.

4. Overall Approach to Parking Requirements

- 4.1 The Council's approach to parking on development sites will be set out in this section. The overall principle is intended to be to avoid a "tick-box" approach to standards: the key issue is whether the development proposal will result in a conflict with the Council's Local Plan policies and/or national planning policies. These conflicts may arise due, for instance, to a hazard to highway safety, harm to residential amenity or poor design. This proposed section of the SPD will consider the policy conflicts further and show how the application of the standards will feed into identifying such policy conflicts.
- 4.2 The effects of any development proposal are considered net of any mitigation measures provided, either through Travel Planning (see Chapter 9) or as an integral part of the development proposal. The Council will seek mitigation measures that promote choice of travel modes in line with national and Local Plan policy.
- 4.3 The introduction of the use class E (Commercial, Business and Service) groups together a range of uses that previously were considered separately. Changes of use within the new class are not development under the Town and Country Planning Act. However, the level of parking required will need to relate to the specific nature of the development, and will be different between, for instance, a large business unit with relatively few employees and a similar-sized convenience retailer. It would not assist applicants if the Council chose to set a single benchmark parking standard for class E which then would be subject to wide variation in what the Council actually required from applicants. Accordingly, parking standards are intended to include some distinctions within class E to assist assessment of appropriate levels of parking for that particular type of proposed use to be used by planning applicants.
- 4.4 The Council will distinguish between the requirements applied to new-build developments and those where existing buildings are converted for a new use. It would be unreasonable to attempt to impose restrictions on the use of (for instance) the upper floors of an existing town centre building, based on standards required for a new building: such restrictions could render the accommodation unusable. Likewise, demolition of a large building and replacement by a much smaller building simply to accommodate parking is unlikely to be accepted. Therefore, separate standards will be set for new-build developments from those required for conversions. Application of separate standards for conversions will be dependent on circumstances and take into account the likely demand for parking from the new use. For instance, where an essential level of parking cannot be achieved for the sub-division of a residential dwelling, the development may be rendered unacceptable altogether.
- 4.5 Similarly, there will be a variation in the standards applied to different areas of the Borough, based on the level of accessibility of those areas. This approach is similar to the previous standards, but without the need for the highly complex accessibility calculation being required. It is not proposed that applicants in highly accessible areas would be penalised in the manner adopted by some authorities in South-East England, by requirements for financial contributions in lieu of their normal parking requirements; these are measures which can only have the effect of discouraging sustainable development.
- 4.6 Where the standards are applied by the Council, the SPD will be clear that the Council will apply the standard flexibly, based on the specific circumstances of the site and the proposal considered.

Q4. Do you agree with the overall approach of the Council to parking requirements, as proposed to be set out in the SPD?

Q5. What comments do you have on how the Council proposes to vary standards between more and less accessible areas and different types of development?

5. Parking Standards

- 5.1 The Council proposes that the SPD will set out standards for parking to assist decision-making on development proposals. However as noted in Chapter 4, the purpose of the standards will be to assist decision-making by providing an indication of likely need; however, the decision as to acceptability will be based on policy compliance. Generally, this will not be about numbers of spaces but whether the development proposal complies with policy requirements.
- 5.2 The standards will be informed by the previous standards as set out in the Joint Lancashire Structure Plan 2006 and the Lancashire County Council Access and Parking SPG, other standards used elsewhere and the advice of statutory consultees including the Local Transport Authority. In accordance with paragraph 107 of the Framework, they will have regard to accessibility, the type / mix / use of the development, public transport availability / opportunities, local car ownership and the need for electric vehicle charging points.
- 5.3 It is intended that the SPD will set out standards for different locations in the form of a table or tables. It is envisaged that in the case of residential units it will specify the number of spaces for specific dwelling sizes; these will be informed by prevailing car ownership rates and the provision of alternatives. For non-residential uses it will specify the number of spaces per square metre of floorspace, for different groups of uses. These will be based on estimates of job density for different uses, net of the effect of mitigation and travel planning.
- 5.4 The previous parking standards were maximum standards, an approach which accorded with earlier national policy but was rendered obsolete by the 2012 Framework and the Written Ministerial Statement of 2015 (see Chapter 3). Maximum standards are only now permitted in specific circumstances and where supported by evidence of necessity. It is proposed that the parking standards put forward by the SPD are neither minimum nor maximum standards, but are indicative standards. These will give a general expectation for the type of development proposed, but can be adapted according to the circumstances of the individual planning application where this would result in a development in line with Local Plan policy.
- 5.5 The previous adopted parking standards included an accessibility questionnaire, based on which the requirement would be varied from the baseline standard when appropriate. The questionnaire introduced a degree of complexity into the calculation as it involved assessments of distances to nearest transport facilities and the services from them, with the scores from the 8 questions aggregated and then identified as high, medium or low. The classification based on scores was imprecise and the questions subject to varied interpretation in practice. The approach was appropriate for a county-wide document, but in bringing forward this SPD, there is the opportunity to identify specific areas in Fylde, and circumstances, where different standards would apply from other areas. It is intended that this approach allows greater precision in the guidance which will be more helpful to applicants.
- 5.6 It is therefore proposed that the SPD will specify areas which are highly accessible by public transport and walking, and areas where maximising the density of development may be justified in ensuring the efficient use of brownfield land, in accordance with the Framework. It will also consider whether different standards should be applied in areas which are not highly accessible, but where there is local parking stress. It will consider whether there are

areas where the character of the area determines a certain approach to parking (such as where on-street parking is characteristic). The standards applied in each location will be based on evidence, including proximity to services, public transport availability, local car ownership levels and the particular form of the local street layout and area character. A discussion of some of the area-based issues to be considered in setting standards follows.

- 5.7 The coastal resort at St Annes is a traditional seaside resort with associated attractions. Tourism-based activity is concentrated mainly within an approximately 1km long stretch between the two main public car parks. A second separate area is located 2km to the south-east at Fairhaven Lake. A further 2km to the south-east Lytham provides visitor attractions located directly adjoining the thriving town centre. The coastal resort areas and the immediately surrounding areas provide particular challenges in accommodating visitors' vehicles, and this has implications for the parking associated with all types of developments in those areas, including residential. The challenge in Lytham is slightly different from St Annes as in Lytham the town centre is very close to the promenade area, so parking has to provide for the needs of town centre users and visitors together.
- 5.8 The town centre of St Annes has a wide range of commercial establishments, with time-restricted on-street parking and some off-street parking including a multi-storey car park. St Annes town centre is surrounded on three sides by residential areas of medium density. The approach taken in the town centre is likely to differ from the approach in the mature suburbs of St Annes, reflecting the concentration of town centre uses with limited parking.
- 5.9 In the central areas of Kirkham and Wesham, and the central part of Freckleton, parking issues reflect the relative lack of off-street parking in areas of more traditional buildings, narrower streets, greater reliance on on-street parking and a mix of commercial uses within the areas; how these issues are addressed will require a different approach to parking from the approach taken in the newer suburban areas. The stadium at Wesham and the wider site on which it lies provides a particular set of issues.
- 5.10 The Fylde-Blackpool periphery is a newly developing area where the issues regarding parking differ significantly from the centres of established settlements. In this area, new development provides an opportunity to make places where parking is sufficiently provided for yet does not dominate the street scene. Parking provision within the developing strategic employment site requires scrutiny: particularly important here is the contribution that workplace travel planning can make to allow effective use of land by avoiding extensive areas of parking.
- 5.11 It is intended that the areas specified will be shown on maps to ensure clarity in the application of the standards. However, the SPD will be clear that the Council will apply the standard flexibly, based on the specific circumstances of the site and the proposal considered.

Q6. Do you agree with the Council's proposed approach to parking standards, involving allowance for high accessibility through the identification of specific areas?

Q7. If not, what alternative approach do you propose?

6. Design, dimensions and layout of parking

- 6.1 Local Plan and national policy place great emphasis on the importance of good design in developments. A key element of good design is the overall layout of development and how the different elements of any development, which will usually include parking, come together to make an attractive and well-functioning whole, within the context of the wider setting. Key elements of this will include the functionality of parking areas including sizes and detailed layout, relationship with landscaping and positioning within the site. It is intended that this will be a significant section of the SPD.
- 6.2 The siting of parking spaces within the overall layout of development sites will be considered within the SPD. As in all of the guidance in the SPD, whilst this will inevitably be flexible in relation to individual site circumstances, the SPD will set out the broad expectation for the siting of parking within sites for different types of development, including residential in the more dense urban areas, residential suburban development, retail and other commercial uses that attract large numbers of clients, and less intensive commercial uses. Requirements for the siting of parking for types of vehicle other than cars, including cycles, within the overall development will be set out. It is intended to provide good and unacceptable practice illustrations to support the guidance.
- 6.3 It is intended that sizes of parking spaces will be set out in the SPD. This will include detail on those circumstances where additional space to the basic dimensions will be needed and how much, and what land use may adjoin the edges of spaces in different circumstances. It will set out requirements for disability spaces. Requirements for different types of motor vehicle other than cars and for cycle parking will be considered separately in detail in Chapter 7.
- 6.4 The SPD will set out how pedestrians should be able to move around parking areas, including circulation space around vehicles and pedestrian-only safe routes through and around parking areas. The guidance will reflect the priority that pedestrians should be given over vehicles, as set out in Local Plan policy, the Framework and the Highway Code. The principles will be applied to individual residential dwellings and flats as well as to larger commercial uses.
- 6.5 The SPD will consider the role of garages as functional parking spaces on development sites. Where garages are proposed to provide one of the parking spaces for a dwelling, the SPD will set out required dimensions and other features, including necessary circulation space, provision for electric vehicle charging infrastructure and alternative storage space. The SPD will consider circumstances where restriction of permitted development rights, to prevent the change of use of the garage to habitable accommodation, and to prevent the creation of additional hardstanding *in lieu*, would be justified.
- 6.6 Although the precise situation of an individual layout will affect how vehicles move within parking areas, it is intended that the SPD will provide guidance on manoeuvring space required as a starting point to assist applicants in drawing up schemes.
- 6.7 Operational and service parking can form a critical element of the design of a scheme, which can render a development proposal unacceptable if badly considered. This will include parking for vehicles delivering or despatching goods, and otherwise servicing of premises including waste collection, removals, taxis and waiting spaces for vehicles picking up visitors/customers.

Whilst the requirements are likely to vary widely with the type of use proposed, the SPD will provide guidance on the overall approach and suggest good practice.

- 6.8 Good design requires parking to be well-landscaped and sensitively integrated into the built form, incorporating green infrastructure including trees to soften the visual impact of vehicles, help improve air quality and contribute to biodiversity. This aspect will include the materials used for surfacing that will need to accord with sustainable drainage principles. Maintenance of the agreed scheme will be an essential element. The SPD will set out requirements and provide good practice examples to illustrate its use.

Q8. Do you agree that the aspects of design of parking set out above should be included in the SPD? What specific aspects of the design of parking do you think it most important to include?

7. Parking for Cycles and Other Non-Car Vehicles

Cycle parking including e-bikes

- 7.1 Local Plan and national policy support encouragement of increased cycle use. The Government's Gear Change strategy aims to make half of all journeys in towns and cities on foot or by cycle by 2030. Therefore, it is important that new developments provide sufficient cycle parking not just based on existing usage levels but also to allow for and promote significant growth. Further development towards the achievement of a continuous coastal cycle route from Fleetwood and Blackpool to Lytham is likely to result in increased cycle use in the Borough.
- 7.2 The previous parking standards included general requirements regarding cycling. It is proposed that specific guidance for cycle parking on both residential and commercial uses is included in the SPD, that will go further on matters of design and location.
- 7.3 The SPD provides an opportunity to set out detailed guidance and provide illustrations of good practice in the provision of cycle parking areas. This will include not just numbers and where it will be located, but will extend to a consideration of supporting facilities, including security, access routes, changing facilities and showers, although it should be stressed that the latter are not essential for cyclists making local and leisure journeys.
- 7.4 Levels of existing cycle parking provision are generally very low in Fylde. London has 1 on street cycle space for every 62 residents (around 145,550 spaces), yet within an area where very high traffic volumes result in conflicts. For Fylde to achieve the same rate it would need 1,287 on-street spaces. There is no mapped record of on-street cycle parking in Fylde but the numbers are very small, yet most of Fylde has very even topography and is easily cycled.
- 7.5 The SPD will consider how development sites provide the opportunity to provide cycle parking for linked trips in such circumstances, and highlight areas of need within the Borough. This will include consideration of how on-street schemes for automated cycle hire could be accommodated.
- 7.6 The SPD will consider how provision of any additional facilities required for e-bikes will be provided for. This will consider both the needs of individual owner-users, and the potential for on-street cycle hire schemes involving e-bikes.

Motorcycle parking

- 7.7 In many circumstances bespoke motorcycle parking will not be required as standard car parking spaces will provide for the small numbers of motorcycles. However, there are situations where motorcycles may need to be specifically provided for. The Parking SPD will explore the types of development proposal where this is likely to be the case.
- 7.8 Guidance on provision of motorcycle parking where it is required will be set out, including numbers of spaces, siting and size requirements, and security measures.

Mobility scooters

- 7.9 It is important that users of mobility scooters are able to access facilities. Users of mobility scooters are unable to walk more than a short distance and therefore it is important that users are able to leave their vehicles as close as possible to the entrance, in a place that is secure. Special arrangements will be needed where the internal area of the development is large, as mobility scooter users would need to be provided with suitable assistance for within the building. The SPD will explore these issues further, set out requirements and illustrate good practice.

Parking for lorries and other commercial vehicles

- 7.10 It is essential that the layout of commercial developments provides for the needs of the vehicles that will either operate from or service the premises, whatever form these take. The SPD will provide guidance on requirements. The approach is likely to be that lorry/commercial vehicle parking will be treated as operational parking. Applicants will be required to set out how any proposed arrangement will work within the Transport Assessment or Transport Statement.

Coach parking

- 7.11 A wide range of visitor-based leisure uses such as stadia, and hotels and holiday parks of significant scale may require provision of coach parking for the facility. The SPD will provide guidance on requirements, including a consideration of when off-site provision can be accepted and how it can be secured.

Q9. What areas should guidance in the SPD cover on the matter of parking for non-car vehicles?

8. Electric Vehicle Charging

- 8.1 The Local Plan and national policy stress the need to provide electric vehicle charging infrastructure, to allow for the phasing out of petrol and diesel vehicles. The SPD provides an opportunity for the Council to set out guidance on how the necessary infrastructure can be provided for new developments.
- 8.2 It is envisaged that, for commercial developments, the SPD will set out requirements for charging infrastructure in conjunction with the provision of parking for customers, but also in particular in relation to workplace parking.
- 8.3 National policy supports the roll-out of charging infrastructure at service areas on major routes. Although there are only minor service areas in the Borough at present, provision of charging infrastructure on established service areas on major routes may be brought forward. The SPD will consider issues in relation to such proposals and provide guidance in line with national policy.
- 8.4 On residential sites, electric vehicle charging can usually be achieved direct from the dwelling. This highlights the importance of the position of parking in relation to the dwelling, the likely source point of the electricity supply to the cable and the need to design out trip hazards. The SPD will address these matters.
- 8.5 National policy supports major increases in provision of on-street electric vehicle charging points. Lancashire County Council (LCC) is developing approaches as to how this can be achieved in practice, having regard to existing street furniture such as street lighting (at present the standard siting of street lighting columns is at the property edge of the footway rather than the road edge, which poses difficulties in utilising these to provide charging infrastructure). The Council will support the LCC's efforts and seek advice from its lead officers on this; where appropriate, guidance will be included within the SPD following the advice of LCC.

Q10. What specific matters should the SPD cover regarding electric vehicle charging?

9. Travel Plans, Transport Assessments and Transport Statements

- 9.1 National planning policy and PPG set out the role of Travel Plans, Transport Assessments and Transport Statements in supporting planning applications (as described in Chapter 3).
- 9.2 Travel Plans are required of all developments that generate significant amounts of transport movement. The role of Travel Plans is to set out measures that encourage the use of sustainable transport options, particularly active travel options, in order to lessen the impact of the development on the local highway network, including to reduce pressure on parking provision.
- 9.3 The SPD will supplement national guidance on Travel Plans by exploring the type of mitigation that may be suitable in particular areas of the Borough, and for specific types of development. The appropriate measures are likely to differ between workplace travel plans, and those concerned with commercial units with large numbers of customers or clients. The SPD will consider the potential for the following:
- Shared use of parking (i.e. at different times of the day/week/month by different groups of people, not necessarily)
 - Provision of additional public transport services
 - Car sharing/clubs
 - Cycle to work schemes, cycle hubs
 - Public transport vouchers/season tickets
- 9.4 The SPD will provide interpretation to the threshold of “significant amounts of movement” in different circumstances, reflecting the guidance in PPG, so that it is clear whether a Travel Plan is required.
- 9.5 Transport Assessments are detailed assessments of the anticipated transport effects of a development proposal. They are needed to ensure that the transport impacts of the development are understood, in order that these can be assessed for compliance with policy. Transport Assessments require significant amounts of data and access to professional modelling tools, and as such are generally carried out by specialist transport planning consultants. They are most relevant for large development proposals.
- 9.6 Transport Statements are simplified versions of transport assessments where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required. Transport Statements do not necessarily need to be produced by specialist transport professionals, but sufficient information will be needed to demonstrate that the principal issues have been identified and to explain how these are addressed. The SPD will indicate what information should be provided for certain development types that typically require a Transport Statement. In most cases this will involve an explanation of the parking strategy for the development.
- 9.7 All developments that generate significant amounts of transport movement are required to be supported by a Transport Statement or Transport Assessment. The SPD will set out thresholds to indicate when one or other is required, but these are likely to be at least partly qualitative, based on individual circumstances of applications, and will be applied flexibly by the Council.

Q11. What local guidance could the Council provide on Travel Planning that would assist applicants?

Q12. What thresholds should the Council set for Travel Plans, Transport Statements and Transport Assessments?



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Date: May 2022
Our Ref: PSPD(S)

Review Date: July 2022
Authorised by: Julie Glaister, Planning Policy Manager

DECISION ITEM

REPORT OF	MEETING	DATE	ITEM NO
HEAD OF PLANNING	PLANNING COMMITTEE	8 JUNE 2022	6
FLOODING, WATER MANAGEMENT AND SUSTAINABLE DRAINAGE SYSTEMS (SuDS) SUPPLEMENTARY PLANNING DOCUMENT (SCOPING)			

PUBLIC ITEM

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

SUMMARY

On 14th October 2020 Planning Committee approved the Local Development Scheme 2020, which sets out a list of Supplementary Planning Documents (SPDs) which will be produced by officers, including a Flooding, Water Management and Sustainable Urban Drainage Systems (SuDS) SPD.

It is proposed to produce an SPD for Flooding, Water Management and SuDS. The Fylde Flooding, Water Management and SuDS SPD would ensure that the integration of surface water and flood risk management measures will help to alleviate surface water, reduce flooding levels and ensure resilience to flooding and coastal change now and into the future. Detail on the specification of SuDS will be supplied, including the provision of long-term maintenance. The SPD will also provide appropriate guidance on how the water environment should be accounted for within planning applications.

The Flooding, Water Management and SuDS SPD (Scoping) is appended to this report. It provides a suggested structure to the proposed SPD and includes consultation questions. This report seeks approval from members for the SPD (Scoping) to be put out for consultation for 4 weeks. This is in line with the Fylde – Council Statement of Community Involvement 2020 Section 4 Supplementary Planning Document Consultations and Regulation 12(a) of the Town and Country Planning (Local Planning) (England) Regulations 2012.

RECOMMENDATIONS

That the Flooding, Water Management and Sustainable Urban Drainage Systems (SuDS) Supplementary Planning Document (Scoping), attached at Appendix 1, be approved for public consultation.

SUMMARY OF PREVIOUS DECISIONS

On 14 October 2020, Planning Committee approved the LDS 2020 which states that the Council will commence work on a variety of different Supplementary Planning Documents. This includes the Flooding, Water Management and SuDS SPD.

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

REPORT

- Supplementary Planning Documents (SPDs) provide greater clarity as to the requirements of Local Plan policies for specific situations or types of development. SPDs may not make policy, but rather provide guidance on the application of the policies contained in the adopted Fylde Local Plan to 2032.
- The Flooding, Water Management and SuDS SPD is proposed to be one of a selection of SPDs produced to support the policies of the recently adopted Local Plan (incorporating Partial Review). The Flooding, Water Management and SuDS SPD is considered necessary for a number of reasons which include:
 - To reduce pollution and improve water quality.
 - To ensure that new development does not increase the risk of flooding either on a site or cumulatively elsewhere.
 - To ensure that development incorporates appropriate water management techniques which will improve the existing hydrological conditions and maximise the opportunities and benefits to enhance water quality and quantity, biodiversity and amenity.
 - To ensure long term management and maintenance of surface water assets.
 - To ensure comprehensive engagement with the Lead Local Flood Authority, the Environment Agency, other Local Planning Authorities and other interested bodies including the local community.
- The Flooding, Water Management and SuDS SPD (Scoping) provides an introduction, a draft vision and identifies issues and draft objectives. Following a review of legislation and policy, it proposes that the SPD will contain sections on:
 - the flooding context of Fylde. This will provide an insight into the topological and hydrological conditions in the Borough. A comprehensive understanding of this situation is key to resolving current, and mitigating against, future issues.
 - detailed guidance on exception tests, sequential tests, and site-specific flood risk assessments (FRA's). Guidance will also be provided for householder applications in Flood Zones 2 and 3.
 - the importance of pre-application advice, with appropriate signposting to relevant information and guidance.
 - flood risk and mitigation measures.
 - detail on preventing pollution and enhancing water quality using appropriate mitigation measures.
 - clear guidance regarding the design and adoption of Sustainable Drainage Systems (SuDS). This will provide a greater degree of clarity over what the Council expect for the design of SuDS within development proposals, and how the Council expect them to be managed once development is complete.
- The consultation will run for 4 weeks from 9 June 2022 to 7 July 2022.
- Following the consultation, the responses will feed into the draft of the full SPD. A Sustainability Appraisal of the SPD will be carried out and the final version of the Flooding, Water Management and SuDS SPD will be presented to members prior to the final consultation on its content.

IMPLICATIONS	
Finance	Contributions realised through Section 106 agreements will provide funds for flood risk management and coastal defences and sustainable drainage measures, subject to viability.
Legal	The SPD (Scoping) will undergo consultation in accordance with Regulation 12 (a) of The Town and Country Planning (Local Planning) (England) Regulations 2012
Community Safety	The implementation of water management measures and SuDS within future development will reduce future flood risk within new developments, and reduce the risk of new development exacerbating surface water flood risk
Human Rights and Equalities	The provision of an efficient and healthy water supply.
Sustainability and Environmental Impact	The Flooding, Water Management and SuDS SPD will help to reduce flooding and improve water quality and efficiency, thus promoting sustainable forms of development.
Health & Safety and Risk Management	The Flooding, Water Management and SuDS SPD will help to manage flood risk, particularly from surface water and help to improve and maintain water quality.

LEAD AUTHOR	CONTACT DETAILS	DATE
Steph Shone	stephanie.shone@fylde.gov.uk 01253 658694	8 June 2022

BACKGROUND PAPERS		
Name of document	Date	Where available for inspection
N/A		

Attached documents:

Appendix 1: Fylde Flooding, Surface Water Management and Sustainable Drainage Systems (SuDS) Supplementary Planning Document (Scoping)



Flooding, Water Management and Sustainable Urban Drainage Systems (SuDS)

**Supplementary Planning
Document (Scoping)**

For Consultation

9th June 2022 - 7th July 2022

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Consultation information

This document has been produced by the Council as part of the preparation of a Supplementary Planning Document (SPD) on Flooding, Surface Water Management and Sustainable Urban Drainage Systems (SuDS). Councils are required to consult when preparing an SPD (Regulation 12 of the Town and Country Planning (Local Planning) (England) Regulations 2012). The Council must then prepare a summary of the main issues raised and how those issues have been addressed in the SPD.

This consultation therefore invites representations on what the SPD should contain. The representations received will be considered and will inform the content of the draft SPD. The draft SPD will then be subject to a further consultation (under Regulation 12b and 13 of the Town and Country Planning (Local Planning) (England) Regulations 2012).

How to Respond

Responses should address the questions in each section of the document. The Council's preference is for responses to be sent by email to PlanningPolicy@fylde.gov.uk. Alternatively, they may be sent by post to Planning Policy, Fylde Council, Town Hall, St Annes Road West, Lytham St Annes, Lancashire FY8 1LW.

Vision

To develop a long term and sustainable approach to water management across the Borough. This will address the flooding and water quality risks associated with a changing climate and ensure resilience to flooding and coastal change now and into the future.

All development in Fylde will manage surface water runoff using Sustainable Drainage Systems (SuDS) as close to the water source as possible. SuDS will be fully integrated into development sites and the built environment ensuring good quality design and effective water management. SuDS will be designed not only for water drainage, but to provide multiple additional benefits such as enhancing biodiversity, improving public amenity, increasing recreational opportunities and thus having a positive effect on the health and wellbeing of the residents of Fylde.

1. Introduction

- 1.1 Flood risk and water management are key issues that need to be addressed in Fylde for both existing and future developments. Given the coastal, low-lying geographical location of Fylde, it is at high risk of experiencing future flood events from all sources. Flooding has consequences for both the population and property, for the economy, tourism, environment and biodiversity and for social, health and well-being. Increasingly extreme weather events and other climatic changes, especially rainfall intensity and sea level rise, are likely to increase the risk of fluvial, tidal and surface water flooding in Fylde and the challenge of managing it effectively.
- 1.2 The integration of surface water and flood risk management measures will influence the design of all development proposals. They will help to alleviate surface water, reduce flooding levels as well as being as resilient as possible to the impact of flooding. Planning policy is also clear that sustainable drainage is important and should be provided in all major, new developments, unless there is clear evidence that this would be inappropriate, and that it should be given priority in new developments in flood risk areas (gov.uk, 2021).
- 1.3 Supplementary Planning Documents (SPDs) provide further detail and guidance in relation to policies and proposals within the Development Plan, in this case the Fylde Local Plan to 2032 (incorporating Partial Review) which was adopted by the Council on 6th December 2021. The main objective of this document is to provide practical guidance and advice for developers, planners, designers and consultants on what is expected of them as they bring sites forward across Fylde in relation to surface water management and the implementation of Sustainable Drainage Systems (SuDS). The scope of this SPD is limited to the legislative remit of Fylde Council as the Local Planning Authority.
- 1.4 This SPD Scoping Report is intended to describe the proposed scope/content of the SPD. It includes questions about the proposed content and options for dealing with particular issues. Any responses made in relation to this SPD scoping report will be investigated and the evidence will be assessed before a decision is made by the Council regarding its inclusion in the final SPD.

Q1. Do you agree that the Council should produce an SPD to provide detailed guidance on water management and sustainable drainage?

2. Local Context

2.1 Flood risk in Fylde occurs from a variety of sources. These include:

- Coastal
- Main rivers
- Ordinary watercourses
- Surface water run-off
- Pluvial Flooding
- Groundwater flooding (high water table)
- The sewerage network (sewers, rising mains etc)

2.2 Fylde is a low-lying coastal area at the lower end of the two river catchments, the Ribble & the Wyre. Surface water flooding happens when rain from heavy storms overwhelms local drainage capacity. It is a significant risk affecting more than 3 million properties in England. Like all flooding it causes significant disruption to people's lives and livelihoods, damaging homes and businesses, causing stress and anxiety and closing roads, railways, schools and hospitals. It can also cause environmental impacts.

2.3 Surface water flooding is a growing challenge with climate change bringing more frequent heavy storms, new developments increasing the need for drainage, and our ageing sewerage infrastructure which is costly to maintain and upgrade. The risks are greatest in large urban areas. Managing surface water risks means making sure that water drains effectively from existing homes and gardens, roads, fields, businesses and public spaces. New development risks reducing the capacity of the land to provide natural drainage and has the potential to increase surface water run-off. So, it is important to ensure that new properties have effective ways of managing run-off which also requires that drainage systems old and new are well maintained so that they perform to their intended capacity and that drainage networks of sewers, ditches and underground culverts function effectively.

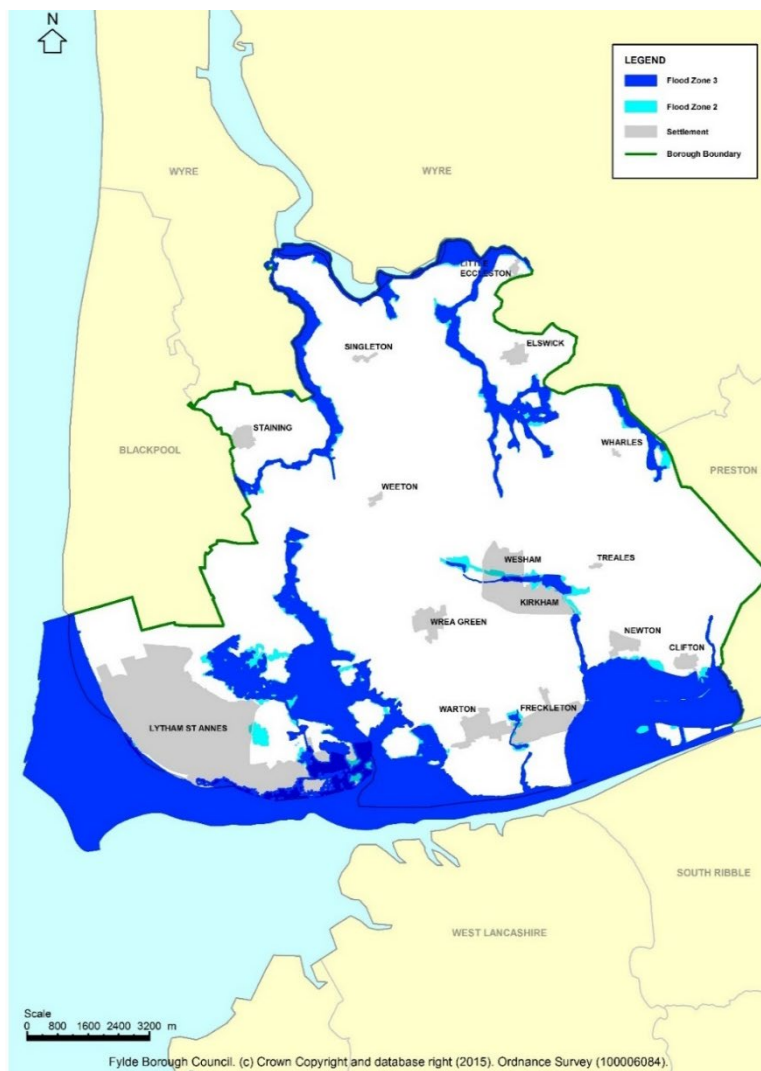
2.4 Surface water management needs coordinated action by all those with responsibilities for managing land, rivers and drainage systems, including national and local government, water companies, landowners and businesses.

2.5 Map 1 shows that Fylde has significant areas in Flood Zone 2 (medium risk of flooding and Flood Zone 3 (high risk of flooding).

2.6 The main areas with a relatively high risk of flooding (Zone 3) are:

- On the coastline in the south of the Borough.
- The river Wyre and its tributaries in the north of the Borough.
- Lytham and area to the north.
- The area east of Freckleton.

Map 1: Flood Zones 2 and 3 in Fylde Borough



3. Issues and Objectives

3.1 Issues

- Flooding issues caused downstream of the proposed development
 - Surface water assets (e.g., SuDs/balancing ponds) are installed by developers, with no guarantee of long-term management and maintenance.
 - Pollution issues resulting from leaching
 - Fylde already relies on pumping stations at times of high tides, sea level rise will exacerbate the situation
 - Farmland being affected by standing water at certain times of the year, preventing crops from being planted
 - Combined surface water/sewage system means at times of high rainfall the volume of water needing treatment increases and there are permitted spillages into the sea, this can impact on bathing water quality
 - Cutting off access to watercourses for maintenance by riparian owners
 - Badly maintained downstream watercourses coupled with poorly constructed outfall details to watercourses leading to scour and surcharging
 - Effects development has on existing neighbouring property – e.g. the influence of imported material and raising ground levels, the cumulative effect of runoff to neighbours requires perimeter flood mitigation measures
 - Influence of development on existing ground water – large areas of the Fylde are at risk of groundwater flooding – groundwater monitoring required (ideal min. data for Nov to May)
- Figure 1 shows 1km squares of groundwater flood risk, colour coded as, light green <25%; light blue >25% but <50%; darker blue >50% but <75%; purple >75% groundwater flood risk, reports from farmers, trial holes, British Geological Society borehole records etc suggest groundwater levels are rising.*

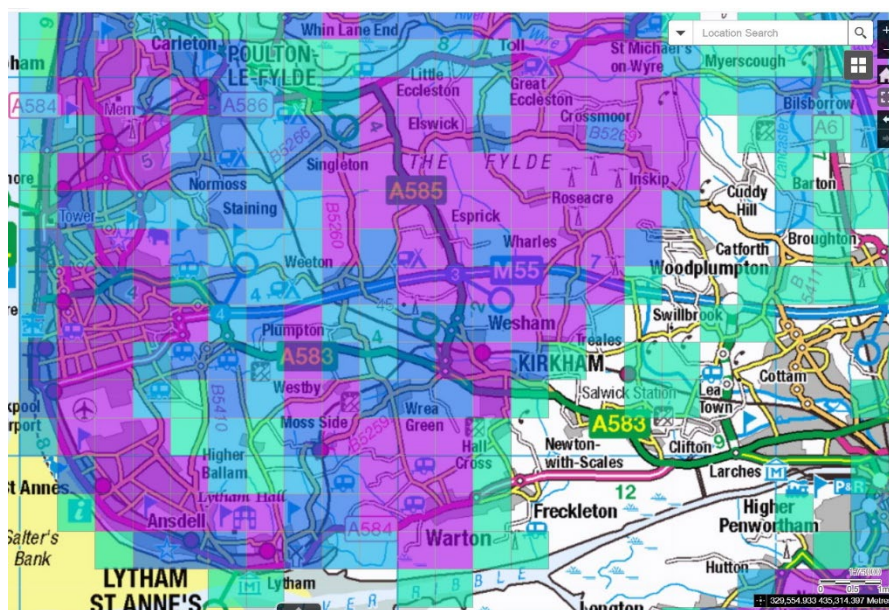


Figure 1: Groundwater Flood Risk (Mapzone, 2022)

Objectives

- To steer new development to areas with the lowest probability of flooding.
- Encourage the use of water efficient and recycling devices within new developments.
- To provide safe and accessible drainage discharge points.
- To ensure that new development does not increase the risk of flooding either on a site or cumulatively elsewhere.
- To ensure watercourses are accessible for maintenance.
- To ensure that development incorporates appropriate water management techniques which improves the existing hydrological conditions and maximises the opportunities and benefits to enhance water quality and quantity, biodiversity and amenity.
- The addition of SuDS including permeable paving, planted roofs, filter drains, swales, basins and ponds wherever appropriate.
- To ensure the provision of long-term maintenance of SuDS and surface water assets, in order to sustainably mitigate the risk of flooding.
- To promote the use of porous materials to reduce surface water run-off in new developments and applications for changes of use.
- To encourage biodiversity net gain through the appropriate implantation of SuDS.
- To maximise the potential of existing SuDS in the Borough and promote their implementation in new developments.
- To ensure comprehensive engagement with the Lead Local Flood Authority, the Environment Agency, other Local Planning Authorities and other interested bodies including the local community.

Q2. Do you agree with that the SPD should consider the issues above?

Q3. Are there any issues that you feel are missing from the list?

Q4. Do you agree with the objectives as stated? Do any need amending or removing completely?

Q5. Are there any additional objectives that the SPD should consider?

4. Legislative and Policy Review

European Legislation

EU Water Framework Directive 2000

- 4.1 The Directive commits member states to protect, enhance and restore water bodies to ‘good’ status for all ground and surface waters (rivers, lakes, transitional and coastal waters) in the EU. Local planning authorities must, in exercising their functions, have regard to the river basin management plans on the Environment Agency website that implement the Water Framework Directive.

The EU Floods Directive 2007

- 4.2 This Directive requires member states to assess if all water courses and coast lines are at risk from flooding, to map the flood extent and assets and humans at risk in these areas and to take adequate and coordinated measures to reduce this flood risk. It also reinforces the rights of the public to access this information and to have a say in the planning process.

National Legislation

The National Planning Policy Framework (NPPF)

- 4.3 The NPPF was published in July 2021 and sets out the Government’s planning policies for England and how these are expected to be applied.
- 4.4 Paragraphs 20-23 are concerned with strategic policies. Paragraph 20 contains criterion b. This states that strategic policies should set out an overall strategy for the pattern, scale and design of places, and make sufficient provision for: infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat).
- 4.5 Chapter 14 is entitled “Meeting the challenge of climate change, flooding and coastal change”. In summary, Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. Planning policies should also support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure.
- 4.6 Chapter 14 also contains a section on Coastal Change which highlights the importance of taking into account the UK Marine Policy Statement and Marine Plans. Any area likely to be affected by physical changes to the coast should be identified as a Coastal Change Management Area.

Planning Practice Guidance (PPG)

- 4.7 The PPG advises how to take account of and address the risks associated with flooding and coastal change in the planning process. Based on the content of the NPPF, it sets out the main steps to be followed to ensure that if there are better sites in terms of flood risk, or a proposed development cannot be made safe, it should not be permitted.

The Fylde Local Plan to 2032 (incorporating Partial Review)

- 4.8 The Fylde Local Plan to 2032 (Incorporating Partial Review), adopted December 2021, together with the Joint Lancashire Minerals and Waste Core Strategy DPD 2009 and the Joint Lancashire Minerals and Waste Local Plan Site Allocations and Development Management Policies DPD form the statutory Development Plan for Fylde.

Local Plan Objectives

- 4.9 Strategic Objective 2: To maintain, improve and enhance the environment by:
The following sub objectives are relevant:
- Protecting, restoring and enhancing the quality, character and distinctiveness of the biodiversity, landscape and countryside of Fylde
 - Expanding biodiversity resources, including improving habitat connectivity, particularly away from the coastal edge.
 - Improving access to the natural environment.
 - Minimising the risk of surface water flooding, coastal and pluvial flooding and groundwater flooding, to existing and new development and to agricultural land, and improving bathing water quality.
 - Protecting best and most versatile agricultural land.
 - Supporting the delivery of actions identified in the Coastal Strategy.
 - Ensuring that infrastructure is available to enable new development, whilst protecting and enhancing the natural and built environment.
 - Working with the Marine Management Organisation to ensure clean, healthy, safe, productive and biologically diverse seas

Fylde Local Plan to 2032 (incorporating Partial Review) Relevant Policies

- 4.10 Strategic Policy M1 Masterplanning the Strategic Locations for Development in particular criteria o, p, u and w which outline requirements for the retention and integration of important features including water bodies, development in Flood Zones 2 and 3 and wastewater infrastructure upgrades.
- 4.11 Strategic Policy GD7 Achieving Good Design in Development in particular criterion t, u and z which outlines requirements for mitigating the effects of and adapting to climate change, and inappropriate development in Flood Zones 2 and 3.
- 4.12 Strategic Policy HW1 Health and Wellbeing criteria e, f and g, outline encouraging provision of allotments and garden plots to produce locally grown, healthy food, improving healthy

lifestyles and reducing health inequalities and promoting initiatives to facilitate healthier lifestyles where they can be delivered through the planning system.

- 4.13 Strategic Policy INF1 Service Accessibility and Infrastructure - criterion c proposes to mitigate any environmental impacts of new development, whilst criteria e and g concern improvements to existing and provision of new infrastructure whilst ensuring a coordinated and holistic approach to infrastructure delivery.
- 4.14 Non-strategic Policy INF2 Developer Contributions – Subject to viability, development will normally be expected to contribute towards the mitigation of its impact on the environment. This includes criterion c which covers flood risk management and coastal defences (including strategic flood defence measures and local flood risk management measures) and sustainable drainage measures (both on site and borough wide, including the retrofitting of sustainable drainage systems – SuDS). Criterion h covers climate change and energy initiatives.
- 4.15 Strategic Policy CL1 Flood Alleviation, Water Quality and Water Efficiency – the entire policy is highly relevant and focusses on the fact all new development is required to minimise flood risk impacts on the environment, retain water quality and water efficiency, and mitigate against the likely effects of climate change on present and future generations. Criterion b supports the retrofitting of SuDS (Sustainable Urban Drainage Systems), in locations that generate surface water runoff. Critically, Criterion d ensures that new development is directed away from areas at high risk of flooding and incorporates appropriate mitigation against flooding in areas of lower risk. Developer contributions will be required for the provision and maintenance of SuDS where they are not provided as part of the development. They will also be required for the repair or replacement of the sea defences, coastal protection measures and the maintenance of the sand dunes system.
- 4.16 Strategic Policy CL2 Surface Water Run-Off and Sustainable Drainage contains a number of criteria specifying the incorporation of a number of sequential attenuation measures. The policy also references the SuDS hierarchy in priority order as well as the importance of utilising SuDS wherever practical. Proposals may also be required to provide a feasibility assessment for the use of SuDS including consideration of the potential design of any scheme and ongoing maintenance arrangements.
- 4.17 Strategic Policy ENV1 Landscape criterion d requires suitable landscape planting of native species, appropriate to its context should be incorporated within or, where appropriate, close to new development. Measures should be put in place for the management of such landscaping. Specific consideration should be given to how landscaping schemes will minimise the rate of surface water run-off. Details of the ongoing maintenance of all landscaping areas will be presented for approval by the Council.
- 4.18 In the Coastal Change Management Areas development will only be permitted where it meets all of the criteria. Criterion 3 states that development must not adversely affect the nature conservation assets of the coastline, predominantly the Ribble and Alt Estuaries SPA/Ramsar. Project specific Habitats Regulations Assessments (HRAs) will be required for any tourism and coastal defence developments near to the Ribble and Alt Estuaries SPA/Ramsar. The HRAs will need to demonstrate that there will be no significant effect upon the European Sites before the tourism and coastal developments can be granted consent. Where development does

occur in these areas, developer contributions will be sought for the conservation, management and enhancement of important wildlife habitats and the creation of new habitats.

- 4.19 Strategic Policy ENV3 Protecting Existing Open Space (part of the Green Infrastructure Network), protects existing areas of public open space which are identified on the Policies Map from inappropriate development. This includes sports and playing pitches, parks, other areas of public open space, open spaces that make a positive contribution to the historic environment, allotments and Fylde's Public Rights of Way. Criterion d states that these existing areas of open space will be protected unless it can be demonstrated that any proposal will not have adverse effects contrary to the landscape, biodiversity and water management requirements of the Local Plan and the requirements set out in the other criteria in this policy are met.

Neighbouring Local Plans

- 4.20 The Wyre Local Plan 2011-2031 (adopted 28th Feb 2019) and the Blackpool Local Plan Part 1 Core Strategy (adopted 20th Jan 2016) and Part 2 (under examination), are important considerations in this SPD. Flooding is not contained within Borough boundaries, and therefore any development allocations in neighbouring areas could have an impact on the situation in Fylde, and vice versa.

Neighbourhood Plans

Bryning with Warton Neighbourhood Development Plan

- 4.21 To minimise the risk of flooding, reduce pollution to watercourses and to minimise surface run-off, Policy BWNE3 supports the provision of SuDS and the sustainable design of buildings. It specifies that areas of hard standing such as driveways and parking areas should be minimised, and porous materials used where possible.

Saint Anne's on the Sea Neighbourhood Development Plan

- 4.22 The Saint Anne's on the Sea Neighbourhood Plan highlights the following sustainability issues:
- Adapting to climate change
 - Reducing surface water flooding
- 4.23 The policies include Policy SU1 Incorporate sustainable urban drainage into new development which requires that new developments must incorporate SuDS to the maximum stipulated in DEFRA's Non-Statutory Technical Standards for SuDS unless agreed otherwise with Fylde Council. It suggests that sustainable urban drainage may include features such as ponds, swales, and permeable paving.

Strategic Flood Risk Assessment (SFRA) (2011)

- 4.24 The SFRA was prepared by Wyre Borough Council on behalf of Fylde Council. The aim of the document is to influence the spatial planning process in the context of sustainable developments and to provide sufficient and robust evidence to allow the Sequential Test to be applied in the site allocation process. The SFRA also identifies the level of detail required for site-specific Flood Risk Assessments in particular locations, and enables them to determine the acceptability of flood risk in relation to emergency planning capability.

The Flood and Water Management Act 2010

- 4.25 This relates to the management of the risk concerning flooding and coastal erosion. The Act claims to reduce the flood risk associated with extreme weather, intensified by climate change. It established Lead Local Flood Authorities (LLFAs).

A Review of Flood Risk and Surface Water Management in Fylde Borough

- 4.26 This report was approved by the Environment, Health and Housing Committee and provides the findings from several meetings of a working group established at Fylde Council in 2020/21 to look at the impacts of flooding and how matters could be improved.
- 4.27 The review covers the history and legislation of drainage, the roles of the Risk Management Authorities (RMAs) along with the different statutory and enabling roles the Council plays. The working group identified several issues of concern which led to a proposal of 30 recommendations directed to the Council, other RMAs and partnership groups for change. Central to this is Fylde Council taking on a greater role to act as community leader on flooding and surface water management in Fylde, including adoption of natural flood management techniques

North West Inshore and North West Offshore Marine Plan

- 4.28 Policies in the North West Marine Plan encourage enhancement and provide protection for vulnerable habitats and species, maintenance of natural defences against climate change and flooding, and will improve the well-being of coastal communities and support a strong marine economy. Policy NW -CC-2 of the North West Marine Plan states that: “proposals in the north west marine plan areas should demonstrate for the lifetime of the project that they are resilient to the impacts of climate change and coastal change”. The aim of this policy recognises that the effects of climate change are wide-ranging and can include coastal flooding.

Fylde Council Coastal Strategy 2015-2032

- 4.29 The Fylde Council Coastal Strategy recognises that the Fylde Coastline is at risk from coastal erosion and flooding. There are 10 objectives with two being related to water management. These are:

- to safeguard the coast from flooding, coastal erosion, and the effects of climate change, and:
- to improve the quality of our bathing water and beaches.

4.30 Theme 2 is Coastal Protection. The key actions are:

- Prepare a study, analysing all the options to replace the land sea defence.
- Prepare a bid for funding through the Environment Agency medium term plans to replace the land sea defences.
- Develop a funding strategy for the sea defences.
- Secure funding to replace the land sea defences at Church Scar and Fairhaven Lake Sea Wall.
- Engage with key stakeholders, organisations and the community

4.31 Theme 3 is Water Quality. The key actions are:

- Implement the new Bathing Water Directive.
- Support the implementation of the Fylde Peninsula Water Management Group 10 point Action Plan.
- Develop and implement the Beach Management Plan for the Fylde coastline.

CIRIA C753 The Sustainable Urban Drainage Systems (SuDS) Manual

4.32 The CIRIA SuDS Manual provides best practice guidance on the construction of SuDS to ensure effective delivery. The guidance covers the planning, design, construction and maintenance of SuDS to assist their successful implementation within new and existing developments. It looks at how to maximise amenity and biodiversity benefits and deliver the key objectives of managing flood risk and water quality. A principal element of the manual is to ensure that SuDS can be designed confidently, in a way that can maximise the opportunities and benefits that can be secured from surface water management. It highlights that through engagement and collaboration, SuDS can be integrated into the design of urban areas, to create high quality places for future generations.

Q6: Are there other documents that the SPD should refer to, or that should inform the content of the SPD?

5 Flood Risk and Location of Development

- 5.1 Flood risk is the expression of the combination of the probability of flooding and the magnitude of the potential consequences of the flooding event.
- 5.2 It is necessary to identify how vulnerable a proposed development is using the classification in Table 2 of the PPG's guidance on Flood Risk and Coastal Change (will be provided in the appendices). This classification shows that the more vulnerable the development type is, the more important it is to locate it in areas with the lowest possible flood risk.
- 5.3 The Environment Agency has identified different Flood Zones which covers areas that are different level of flood risk:
- Flood Zone 1 (low probability)
 - Flood Zone 2 (medium probability)
 - Flood Zone 3 (high probability)
 - Flood Zone 3a (functional floodplain)
- 5.4 Paragraph 159 of the NPPF states that *"inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere."* To achieve this, it sets out a number of requirements for Local Planning Authorities, including:
- preparation of Strategic Flood Risk Assessments to inform local planning decisions and provide a starting point for site-specific Flood Risk Assessments;
 - application of a Sequential Test to planning applications to ensure that new development is located in areas at lowest flood risk now and in the future, from any source, as far as possible; and
 - application of an Exception Test for certain planning applications where development is proposed in a higher flood risk area (e.g. where alternative sites are not available in a lower flood risk area), in order to demonstrate that the development is justified and can be made safe.

Sequential Test

- 5.5 Development should not be approved if there are reasonably available sites in areas with a lower probability of flooding. The Sequential Test is used to ensure that areas at little or no risk of flooding are developed in preference to areas of higher risk, as per Policy CL1 of the Local Plan.
- 5.6 Where there are no reasonably available sites in Flood Zone 1, the Council will take into account the flood risk vulnerability of land uses and consider reasonably available sites in Flood Zone 2, applying the Exceptions Test if required. Only where there are no reasonably available sites in Flood Zones 1 or 2 should the suitability of sites in Flood Zone 3 be considered, taking into account the flood risk vulnerability of land uses and applying the Exception Test if required. The document could assess local expectations for the scope of the sequential test.

- 5.7 Flood Zone data from the Environment Agency would routinely be the starting point for the Sequential Test: [Flood map for planning - GOV.UK \(flood-map-for-planning.service.gov.uk\)](https://www.gov.uk/flood-map-for-planning).

Exception Test

- 5.8 Development should be directed to Flood Zone 1. If it is not possible for the development to be located in zones with a lower probability of flooding, the exception test can be applied if appropriate. The exception test should be informed by a strategic or site-specific flood risk assessment.
- 5.9 To pass the exception test it should be demonstrated that:
- a) The development would provide wider sustainability benefits to the community that outweigh the flood risk; and*
 - b) The development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reduce flood risk overall (NPPF, 21)*

Site-Specific Flood Risk Assessments

- 5.10 A Site-specific Flood Risk Assessment (FRA) is carried out by, or on behalf of the applicant to assess flood risk to and from a proposed development site. It must demonstrate that the development remains safe throughout its lifetime whilst accounting for climate change and proving that flood risk elsewhere will not increase.
- 5.11 Footnote 55 of the NPPF also requires the production of a site specific Flood Risk Assessment (FRA) to be submitted with all applications that meet any of the following criteria:
- Are in Flood Zones 2 and 3
 - Flood Zone 1 if the development site is 1 hectare or more
 - Land that has been identified by the Environment Agency as having critical drainage problems
 - On land identified in the SFRA as being at future risk of flooding; or
 - On land that may be subject to other sources of flooding, where it's development would introduce a more vulnerable use.
- 5.12 The Environment Agency provide advice and guidance on how to produce and submit a FRA at: [Preparing a flood risk assessment: standing advice - GOV.UK \(www.gov.uk\)](https://www.gov.uk/preparing-a-flood-risk-assessment-standing-advice)

Pre-Application Advice

- 5.13 Pre-application advice can be provided for a fee by Lancashire County Council as Lead Local Flood Authority on surface water drainage management, SuDS and drainage strategies for developments within the Borough.

- 5.14 Pre-application advice can help developers and applicants understand the flood risk and water management issues relating to their proposal in advance of a planning application being submitted. It can indicate whether a drainage proposal would be acceptable, reduce time spent by advisers on developing a drainage strategy, help to ensure that the drainage submission is complete and identify whether specialist input is required.
- 5.15 Validation requirements could also be covered in the SPD.
- 5.16 Further information on pre-application advice can be found at: [LLFA pre-application advice for surface water and sustainable drainage systems - Lancashire County Council](#)

Householder Development

- 5.17 A simple drainage statement should accompany a householder planning application for all applications involving increases in floor area that are located in areas designated as Flood Zone 2 or 3. This should identify how the surface water drainage arrangements are to be dealt with, including any attenuation and the outfall which may be through connecting to a water course or a piped sewer. If it is highlighted that there may be capacity issues in the area the statement will need to consider simple measures to reduce the quantity and flow rate of water discharged.
- 5.18 Advice on flood resilience measures can be found here <https://www.floodguidance.co.uk/flood-guidance/flood-resilience-measures/>

Q7: Do you think that this section is appropriate to remain in the SPD?

Q8: What detail would you like to see here?

- 5.19 The results of the consultation will be used to inform detailed recommendations which will be included in the draft SPD.

6 Managing and Mitigating Flood Risk

- 6.1 This section will cover ways of controlling or managing flood risk through site design to ensure that all developments are safe and do not contribute to local flooding, or flooding further down the course. Firstly, the information in this section is intended for use after it has been demonstrated that the location of development is appropriate for this type of development. It should be noted that Policy GD7 and Policy CL1 of the Local Plan does not support inappropriate development in Flood Zones 2 or 3.
- 6.2 Prevention and resilience measure can be designed on both a site level and property level to stop water entering a property. These measures can include and will be expected to be taken into account in new development where appropriate:

Site Layout

- 6.3 The layout of development should ensure that buildings, infrastructure and gardens are not at flood risk from all sources at the time of development and from risks which may arise in the future due to climate change. The site layout should take into account areas of flood risk present on a site. This will guide the placement of different elements of the proposed development. If, following the application of the sequential test, areas of flood risk cannot be avoided then the more vulnerable elements of the development should be placed in areas of lowest flood risk.
- 6.4 The design and layout of a proposed development should take into account the exceedance conditions. Exceedance conditions is when the rate of runoff from whatever source exceeds the inlet capacity of the drain resulting in above ground flood flow. Without good design flood flow will follow default flood pathways which can lead to flooding of properties. Flow paths can be affected by landscaping, the location and levels of buildings and boundary treatments. Identifying and designing in above ground flood routes can help avoid this.
- 6.5 The conveyance capacity of flood pathways should be designed so they can transfer the whole of the exceedance flow. This could be done by simply revising the detail of drop kerbs or lowering the highway surface. The design should ensure that water is channelled away from infrastructure into SuDS components.
- 6.6 Development should not inhibit the function of flood flow routes.
- 6.7 There are proactive approaches to flood management by which the layout of a site can also aid the surrounding area and accommodate flood water that might contribute to flooding downstream. Holding back flood flow within the site in a green corridor is one method for this. This can be explored in greater detail within the draft document.

Floor levels in residential and non-residential development

- 6.8 Floor levels for habitable rooms should be set above¹ the flood level predicted for the 1:100 flood event. Levels should be higher than adjacent land, highways and gardens to minimise the likelihood of runoff flowing into properties.

Sustainable Urban Drainage Systems (SuDS)

- 6.9 SuDS are designed to manage flood risk and have the potential to bring about multiple benefits. Please see chapter 7 for more information.

Culverting

- 6.10 The culverting of watercourses should be resisted, and existing culverts should be opened up where possible.

Flood resilient construction materials

- 6.11 This should be used in combination with other resilience measures but where appropriate new development should be built with flood resistant materials and construction methods to minimise the amount of water that can enter a building.

Safe access and egress routes

- 6.12 Layouts should ensure that properties have safe access and egress in the event of flooding in the surrounding area. Vehicular access should also be achievable when taking into account extreme events.

Green Infrastructure and Natural Flood Management (NFM)

- 6.13 The inclusion of high-quality green infrastructure within a proposed development has the potential to maximise a number of benefits. It can provide flood conveyance, storage, as well as recreation, amenity and environmental benefits, which can in turn result in a net gain in biodiversity (see Fylde Biodiversity SPD) and aid health and wellbeing.

¹ Specific figures will be provided on agreement of inclusion in the draft SPD

6.14 Natural Flood Management involves implementing measures that help to protect, restore and emulate the natural functions of catchments, floodplains, rivers and the coast (catchmentbasedapproach.org). Figure 2 provides examples of natural flood management opportunities.

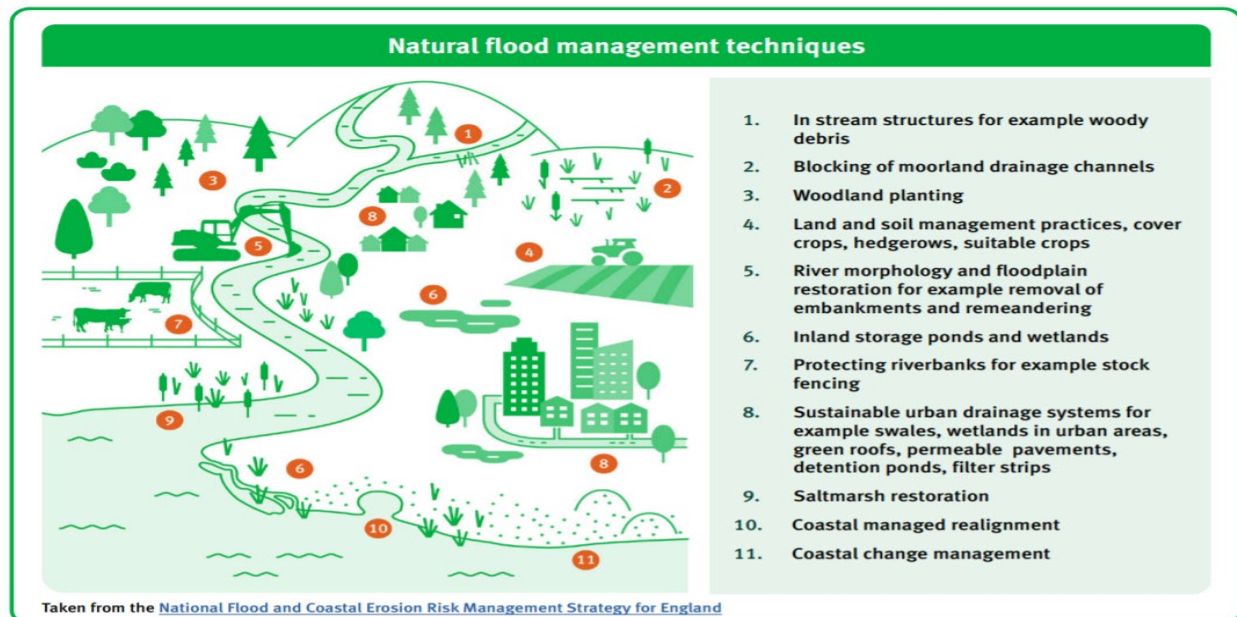


Figure 2: Natural Flood Management Techniques

6.15 Natural Flood Management should be integrated into the green and blue infrastructure within the development site at every opportunity.

Q9: Do you think detailed guidance should be provided on the measures discussed above?

Q10: Have any been missed or are any not needed?

6.16 Property level measures can be implemented with the aim of keeping damage caused by flooding at a minimum. These can include raised sockets, water resistant insulation and resilient floor finishes. More information on flood resilient measures can be found by following the link in paragraph 5.14.

7. Sustainable Drainage Systems (SuDS)

- 7.1 The National Planning Practice Guidance sets out The Hierarchy of Drainage to promote the use of Sustainable Drainage Systems, by aligning modern drainage systems with natural water processes. The aim of Hierarchy of Drainage is to drain surface water run-off in as sustainable away, as is reasonably practicable.
- 7.2 The increase in infrastructure and the use of traditional drainage networks (pipes and culverts) along with combined systems for surface water and sewage, are resulting in downstream flooding and a deterioration in water quality of controlled waters, due to foul sewer overflow. Therefore, sustainable drainage systems aim to alleviate these problems by storing or re-using surface water at the source. This decreases the flow rates to watercourses and improves water quality.
- 7.3 All surface water runoff should aim to be discharged as high up the following hierarchy as possible:
- Discharge into the ground (infiltration), or where not reasonably practicable;
 - Discharge to a surface water body, or where not reasonably practicable;
 - Discharge to a surface water sewer, highway drain or another drainage system, or where not reasonably practicable;
 - Discharge to a combined sewer.
- 7.4 As specified by Strategic Policy CL1 and CL2 of the Local Plan, it will be necessary to attenuate any discharge of surface water through the incorporation of SuDS following the SuDS hierarchy. The different elements of the hierarchy may be used in combination and to varying degrees depending on the characteristics of the development site. The hierarchy should be followed in priority order. The aim should be to slow down and store as much water as possible using the elements at the top of the hierarchy. Where the higher priorities cannot fully manage the water, the use of components lower down in the hierarchy should be kept to a minimum and only used where necessary to achieve the minimum run-off rates and to reduce flood risk on and off the site. The applicant should provide evidence to justify the use of components lower in the hierarchy.

What are SuDS?

- 7.5 SuDS are features that are designed and built into the landscape to slow, store, divert, filter and improve the quality of surface water. They are designed to manage the flood and pollution risks resulting from urban runoff and contribute where possible to environment, amenity and social enhancement. By mimicking natural drainage, they increase the capacity and potential of the land to regulate water, reducing demand on the underground drainage network.
- 7.6 The list below summarises the considerations which should be made when designing SuDS:
- Plan SuDS at start of development proposal,
 - Enhance landscape through SuDS design,
 - Ensure access and maintenance is feasible,
 - Promote and encourage biodiversity,

- Reduce waste produced from SuDS,
- Replicate natural drainage and avoid pipes / pumps,
- Promote water re-use,
- Maximise benefits and multi-use features,
- Future proof the design of SuDS with respect to climate change.

Q11: are there any more considerations which should be added, or any you feel need to be removed?

SuDS Management Train

- 7.7 SuDS for all areas should follow a management train to try to best reinforce the pattern of natural drainage.
- 7.8 The SuDS Management Train is fundamental to designing a successful SuDS scheme and uses a logical sequence of SuDS facilities to allow run-off to pass through several different SuDS before reaching the receiving watercourse or water bodies or having an adverse impact on surrounding land.
- 7.9 The SuDS Management Train follows a hierarchy of techniques:
- Prevention – Prevention seeks to prevent or minimise runoff and pollution through good site design; effectively to stop water entering the drainage system and prevent pollution.
 - Source control – control of run-off at, or very near, its source
 - Site control – management of run-off within the site
 - Regional control – management of run-off in the locality

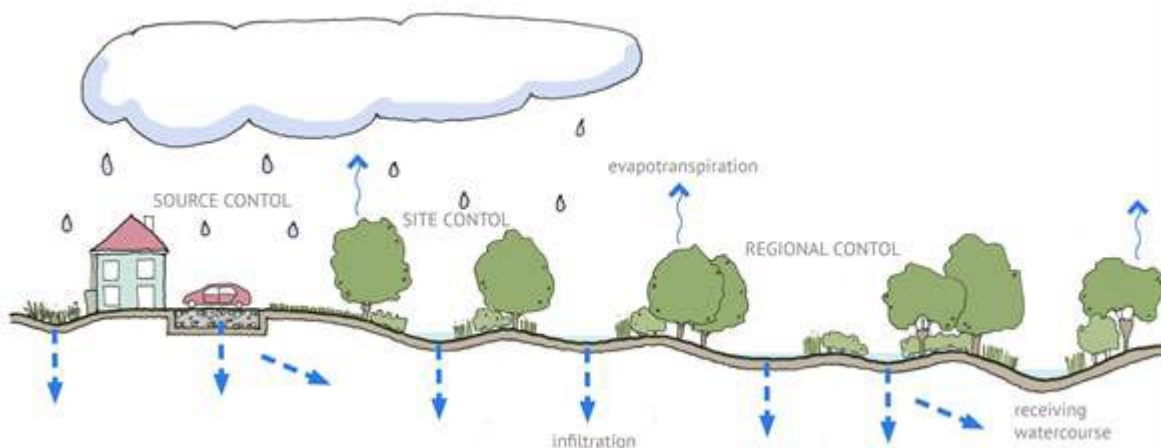


Figure 3: The Management Train (susdrain, 2022)

- 7.10 The requirements for drainage should be considered whilst determining the overall layout of the development because the site's natural features, such as a topography and soil type will dictate some aspects of the drainage system design. All proposals should give priority to the prevention stage to reduce the need to move further down the drainage hierarchy.

Benefits of SuDS

- 7.11 In 2015, CIRIA launched the SuDS manual, which stated that the overarching principle of SuDS design should be that surface water run off should be used for maximum benefit. The diagram below shows the 4 main benefits and how these benefits can be delivered:

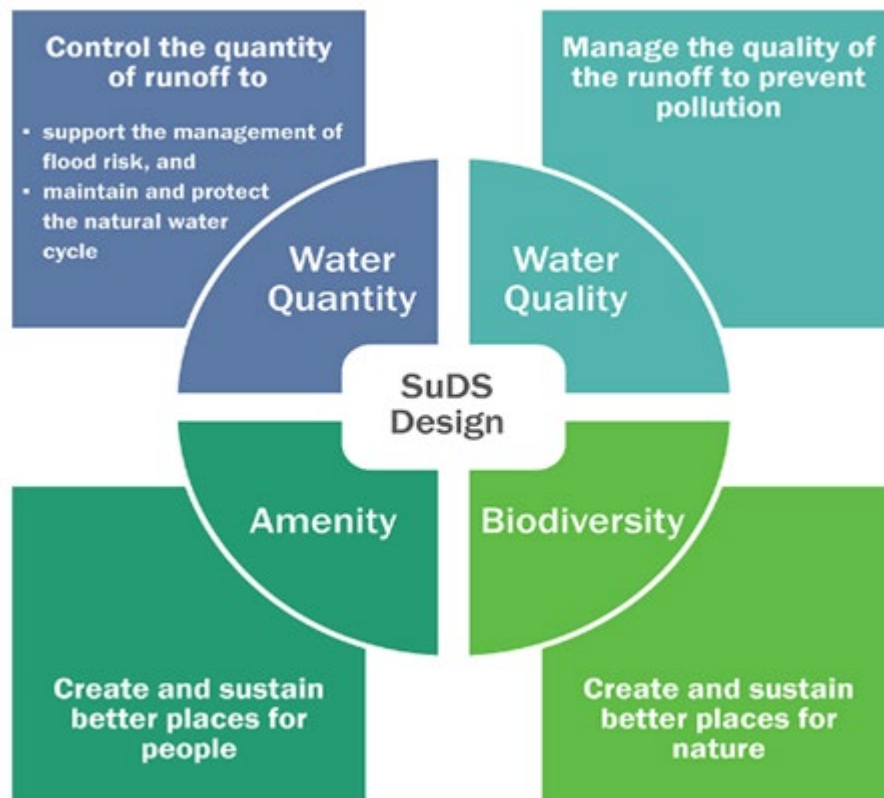






















Figure 4: The Four Pillars of SuDS – CIRIA The SuDS Manual C753

- 7.12 SuDS have the potential to deliver multiple social, economic and environmental benefits, most of which fit broadly into one of the 4 pillars above. In addition to managing the flows and volume of water and diffusing pollution some SuDS can positively impact on air quality, carbon reduction, recreation, education and other elements of health and wellbeing. Table 1 below provides an overview of potential benefits.

Table 1: SuDS Benefits

Benefit category	What it covers
 Flood risk management	Impact on people and property
 Water quality management	Surface water quality improvements to aesthetics, health, biodiversity, etc
 Biodiversity and ecology	Sites of ecological value
 Amenity	Attractiveness and desirability of an area
 Air quality	Impact on health from air pollution
 Building temperature	Thermal comfort, it cooling (summer) or insulation (winter).
 Carbon reduction and sequestration	Operational and embodied carbon reduction together with sequestration (planting)
 Crime	Crimes against people or property
 Economic growth	Business, jobs and productivity
 Education	Enhanced educational opportunities
 Enabling development	Water infrastructure capacity (headroom) for housing/other growth
 Flexible infrastructure/ climate change adaptation	Improved ability to make incremental changes and adapt infrastructure (no regrets)
 Groundwater recharge	Improved water availability or quality
 Health and wellbeing	Physical, emotional, mental health benefits from recreation and aesthetics
 Pumping wastewater	Reduced flows of wastewater to treatment works
 Rainwater harvesting	Reduced flows in sewers, pollution or dependence on potable (mains) water
 Recreation	Involvement in specific recreational activities
 Tourism	Attractiveness of tourist sites
 Traffic calming	Reducing the risk of road accidents or increasing street-based recreation opportunities
 Treating wastewater	Reduced volume of wastewater to treat from combined drainage systems

(susdrain, 2022)

7.13 The consideration of these potential benefits and opportunities should form the SuDS proposal and will help to ensure that the outcome is both successful and cost effective.

7.14 The best way to achieve benefits is for SuDS to be provided in above ground components. Underground storage cannot provide the 4 pillars and are not easily visible for the purposes of maintenance. However, it is recognised that a combination of above and under ground components may be necessary to achieve the required rates. Therefore, above ground SuDS

are preferred, following the drainage hierarchy, with underground SuDS supported when they are provided as part of a wider SuDS scheme.

Design Principles and SuDS techniques

Design Principles

- 7.15 A clear vision, along with a design principles ensures that the SuDS scheme or any components are not secondary to other requirements on the development site. An integrated approach can reduce the amount of land used whilst increasing the multifunctional benefits that SuDS can provide. The design principles should encompass the four pillars in Figure** and relate to flood risk management (water quantity), water quality and the provision of biodiversity and amenity.
- 7.16 The following design principles could be included:
- Maximising multi-functionality
 - Supporting and protecting natural local habitats and species.
 - Contributing to habitat connectivity and to the delivery of local biodiversity objectives
 - Mitigation of pollution
 - Keep surface water on the surface
 - Mimic natural drainage
 - Appropriate safety measures
 - Accessibility
 - Landscape and amenity enhancement
 - Future proofing from climate change

Q12: Should the design principles be included within the SPD, either in the main body or as an appendix?

Q13: If so, what other design principles do you think should be included within the SPD?

SuDS Techniques

- 7.17 The suitability of each SuDS approach will depend on a variety of different factors including the type of scheme, the catchment and the local geology and hydrology. An example of SuDS techniques can be found below:
- 7.18 Source Control
- Rainwater harvesting
 - Permeable surfaces (a link to the Parking SPD will be provided in future iterations of the document)
 - Green roofs

7.19 Site Control

- Swales and filter strips
- Attenuation basins
- Underground storage

7.20 Regional Control

- Detention ponds

Q14: Should the SPD include a comprehensive list of SuDS techniques with information on implementation methods?

SuDS Pro-forma

7.21 The SuDS pro-forma and accompanying guidance has been sponsored and endorsed by the North West Regional Flood and Coastal Committee. It has been developed by a task force of representatives from United Utilities, North West Local Authorities, all of whom may need to be consulted on surface water drainage matters. Providing the correct evidence and information required in the SuDS Pro-Forma will minimise the potential for delays arising from inadequate information.

7.22 Guidance to support the completion of the SuDS Pro-Forma can be found on the Flood Hub website: <https://thefloodhub.co.uk/planning-development/#section-5>

Q15: Do you agree that the use of the SuDS pro-forma should be supported?

Maintenance

7.23 When designing SuDS or any surface water drainage scheme, it is essential to consider at all stages of the planning, design and construction process, how features will be maintained and accessed, who is responsible for the lifetime of the development and the likely costs. It should be shown where necessary that an agreement has been made with those in charge of the maintenance. When systems are properly designed, operated, and maintained, SuDS performance can be easily monitored against the expected functioning.

7.24 The maintenance requirements and frequency shown within Part D of the **CIRIA SuDS Manual C753** are a good example of what should be provided.

7.25 The maintenance and management of SuDS should be documented within a SuDS management plan, which should form part of the information submitted by the applicant at planning application stage.

7.26 An example of a SuDS Maintenance Plan by Susdrain can be found by following the link: [paper_rp992_23_example_suds_maintenance_plan.pdf \(susdrain.org\)](https://www.susdrain.org/paper_rp992_23_example_suds_maintenance_plan.pdf)

- 7.27 Compliance with the proposed maintenance strategy for a site will typically be required by planning condition. Additionally, the LPA request that yearly logs are maintained and are made available upon request.
- 7.28 Education through interaction with local residents and future homeowners is a valuable way to ensure that features are maintained. If those benefiting from the features understand what the SuDS are there for and how they work, they may be more inclined to ensure that they are kept clean and in a good working order.

Adoption

- 7.29 In order to meet the adoption criteria by United Utilities, the SuDS must be constructed to an adoptable standard taking into consideration DEFRA Technical Standards for SuDS and CIRIA The SuDS Manual C753 (or updates or replacement guidance or legislation).
- 7.30 The following examples are of systems, components or features which may be adoptable as a public surface water sewer:
- Detention basins,
 - Swales,
 - Rills,
 - Under-drained swales,
 - Ponds/wetlands; and,
 - Infiltration basins and soakaways
- 7.31 In all these cases, the system carries away surface water from buildings and surrounding land, such as hardstanding around a house, and, via a defined channel, returns it to the ground or to another body of water such as a stream or river (water.org.uk, 2020).
- 7.32 Early engagement with the Lead Local Flood Authority, the LPA and United Utilities is essential early on to explore mechanisms for adoption. United. United Utilities has a pre-development service team to assist with this: [Planning - United Utilities](#)
- 7.33 If the SuDS are not suitable for adoption by a water or sewage company, a condition should be added to any planning approval to ensure long term maintenance by the developer.
- 7.34 More information on the adoption of SuDS can be found here: [Sustainable drainage - United Utilities](#)

Q16: Do you agree that guidance on the adoption and maintenance of SuDS should be included within the SPD? If so, is there anything that has been missed/should be included here?

8 Water Quality and Pollution Control

8.1 LPA's have a general responsibility as part of the decision making on planning applications, not to compromise the aims of the Water Framework Directive (WFD). Water quality improvements and a healthy water environment also brings about numerous benefits, including aesthetic, health (eg reduced risk of infection from bathing) or enhanced recreation, and opportunities for wildlife and biodiversity. Water quality objectives are therefore contained within the WDF to ensure that development, individually and cumulatively, does not have a detrimental impact on water quality by tackling pollution at the source.

8.2 Strategic Policy CL1 of the Fylde Local Plan to 2032 (incorporating Partial Review) states that all new development is required to retain water quality. Therefore, applicants must anticipate any likely negative effects of proposals on water resources and incorporate adequate mitigation measures where necessary. There should be a need for applicants to:

1. Identify if a proposed application is near a watercourse

8.3 The Environment Agency's mapping system will assist applicants in identifying any watercourses in the proximity of a development.

2. Assess whether the proposed development will have any negative effects on the watercourse

8.4 The location and type of development can result in water quality issues for a number of direct reasons including physical modifications to a water body such as dredging, removing natural barriers and new culverts for example. Indirect impacts include land contamination from previously developed sites, wastewater treatment or leaching from farms. Small scale developments can result in water pollution from toxic substances entering soil, water via drains or directly into water bodies, the inappropriate disposal of site waste or the inappropriate treatment of wastewater during construction.

3. Set out any mitigation measures that might be necessary to mitigate any identified negative impacts on the watercourse

8.5 If it is concluded that a proposed development would have any negative impacts on a watercourse, an applicant would at need to show what mitigation measures are proposed. Examples of mitigation measures at construction stage could include:

- all construction waste materials being stored within the confines of the site prior to removal to a permitted waste facility
- all materials used for the construction of the site not coming into contact with any water body at any stage
- appropriate construction to avoid leaching in certain cases (manure stores on farms)
- the incorporation of sustainable urban drainage systems to minimise pollution risk.

8.6 Other methods that could help to reduce pollution could include:

- Infiltration trenches
- Basin ponds,
- Wetlands
- Filter drains
- Permeable paving

Q17: Do you think guidance to maintain and enhance water quality and reduce pollution is appropriate?

Q18: Do any other mitigation measures need to be included?

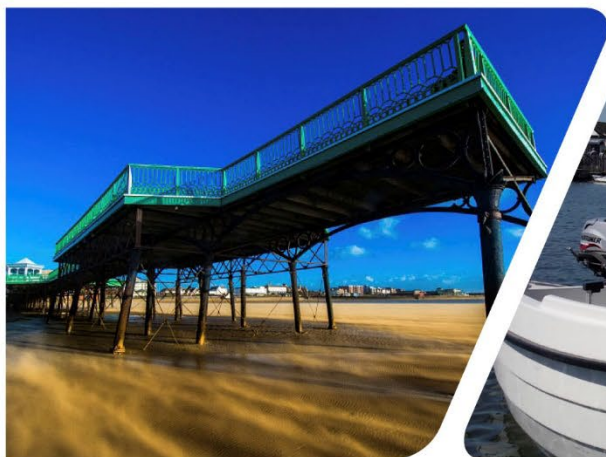
A comprehensive Bibliography and Glossary will be included at a later stage.

Appendices

Suggestions for appendices are as follows:

- PPG's guidance on Flood Risk and Coastal Change
- Who is responsible for managing flood risk?
- Good practice case studies
- Detailed guidance on SuDS and mitigation measures

Q19: Is there anything else you feel would be appropriate or useful to be added as an appendix



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Date: June 2022
Our Ref: FSPD(S)

Review Date: June 2023
Authorised by: Julie Glaister, Planning Policy Manager

DECISION ITEM

REPORT OF	MEETING	DATE	ITEM NO
HEAD OF PLANNING	PLANNING COMMITTEE	8 JUNE 2022	7
COMMUNITY INFRASTRUCTURE LEVY 2022			

PUBLIC ITEM

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

SUMMARY

The original objective of this report was to allow consideration of whether the Council should continue with the introduction a Community Infrastructure Levy (CIL) as previously agreed. However, on the 11th May 2022, as the report was nearing completion the Levelling Up and Regeneration Bill had its first reading in the House of Commons. This proposes a simple, non- negotiable, locally set Infrastructure Levy (IL) that will ensure that developers pay their fair share in order to deliver the infrastructure that communities need. Given that CIL will be replaced by IL it would not make sense for the Council to progress a CIL.

Therefore, it is recommended that the Council continues to use Section 106 agreements and progresses an IL when it is requested to do so.

To ensure members are aware of the full background, the explanation of the work done to date is included in a separate appendix to this report.

RECOMMENDATION

That no further work is carried out by the Council to progress the adoption of a Community Infrastructure Levy pending the implementation of the proposed Infrastructure Levy and that in the meantime, the Council continues to secure improvements to local infrastructure through Section 106 of the Town and Country Planning Act 1990.

SUMMARY OF PREVIOUS DECISIONS

Cabinet - 11 February 2015 - Community Infrastructure Levy (CIL); The preparation of a draft charging schedule and a Regulation 123 (infrastructure) list.

Cabinet RESOLVED to approve the preparation and progression of a Community Infrastructure Levy (CIL) through the prescribed consultation stages to adoption by the Council.

To approve the preparation of a Charging Schedule, which will set out the charging rates. The proposed charging rates will be subject to an independent examination, by an examiner from the Planning Inspectorate.

To approve the drafting of a Regulation 123 list of all the infrastructure types and projects that it is intended will be or may be, wholly or partly funded by CIL.

Cabinet resolved that a further report be prepared and presented to members once the above recommendations are achieved to approve the final proposals.

Development Management Committee - 15th June 2016

RECOMMENDATIONS

1. Further scenario testing be undertaken to demonstrate the effects of a CIL charge on development viability and also to consider the effect of an instalments policy on viability.
2. Undertake further work to allow an informed decision to be made about the benefits of the introduction of a CIL charging schedule in the Borough.
3. Following on from recommendations 1) and 2) above, issue the Preliminary Draft Charging Schedule (PDCS) for public consultation for six weeks, alongside the Publication Version of the Local Plan and the Infrastructure Delivery Plan, and report the results of the consultation to the Development Management Committee.

Planning Committee - 13th November 2019

The Information Report advised on the content of the 2019 Updated Regulations. Also, that work on the CIL would have to await the partial revision of the Local Plan as a CIL will need to have regard to any revisions to, and a revised viability assessment of, the local plan.

CORPORATE PRIORITIES

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

REPORT

Introduction

1. The current Community Infrastructure Levy (CIL) is a charge which can be levied by local authorities on new development in their area. It is an important tool that local authorities can use to help them deliver the infrastructure needed to support development in their area. The CIL only applies in areas where a local authority has consulted on, and approved, a charging schedule which sets out its CIL rates and has published the schedule on its website. Most new development which creates net additional floorspace of 100 square metres or more, or creates a new dwelling, is potentially liable for CIL.
2. The charging authority should specify in their charging schedule what types of development are liable for CIL payments and the relevant rates for these development types. CIL rates are expressed as £ per square metre. In meeting the regulatory requirements, charging authorities should be able to show and explain how their proposed CIL rate will contribute towards the implementation of their Local Plan and support development across their area.
3. Charging authorities should think strategically in their use of the CIL to ensure that key infrastructure priorities are delivered to facilitate growth and economic benefit to the wider area. Other funding should be combined with the CIL to enable the delivery of strategic infrastructure, including social and environmental infrastructure, and facilitate the delivery of planned development.

The new Infrastructure Levy (IL)

4. The Planning for the Future White Paper August 2020 proposed that the CIL and the current system of other planning obligations will be reformed as a nationally set, value-based flat rate charge (the 'Infrastructure Levy'). The aim is for the new IL to raise more revenue than the current system and deliver as much, if not more, on-site affordable housing as at present. It was intended that the proposed reform would 'sweep away'

months of negotiation of Section 106 agreements and the need to consider site viability. However, there has been little news about the Planning White Paper until recently.

5. On the 11th May 2022 the Levelling Up and Regeneration Bill had its first reading in the House of Commons. The Bill proposes the replacement of the current system of developer contributions with a simple mandatory, and locally determined IL. The Bill sets out the framework for the new IL, although the detailed design will be delivered through regulations.
6. While details on the proposed Infrastructure Levy are not yet available, a Policy Paper on Levelling Up and Regeneration Provides further information. The IL will be charged on the value of the property when it is sold and applied above a minimum threshold. Levy rates and minimum thresholds will be set and collected locally, and local authorities will be able to set different rates within their area. The rates will be set as a percentage of gross development value rather than based on floorspace, as with the Community Infrastructure Levy at present.
7. It is intended that this will allow developers to price in the cost of contributions into the value of land, allow liabilities to respond to market conditions and remove the need for obligations to be renegotiated if the gross development value is lower than expected; while allowing local authorities to share in the uplift if gross development values are higher than anticipated. The government is committed to the Levy securing at least as much affordable housing as developer contributions do now. The Bill will set out the framework to enable this approach, with some of the details set out in regulations.

Alongside the Bill

8. Much of the detail will be set out in regulations, following consultation. Specifically, the regulations will:
 - Introduce a new 'right to require' to remove the role of negotiation in determining the levels of on-site affordable housing. This rebalances the inequality between developers and local authorities by allowing local authorities to determine the portion of the Levy they receive in-kind as on-site affordable homes.
 - Consider how the Levy should be applied to registered provider-led schemes.
 - Require developers to deliver infrastructure integral to the operation and physical design of a site – such as internal play areas or flood risk mitigation. Planning conditions and narrowly targeted Section 106 agreements will be used to make sure this type of infrastructure is delivered.
 - Detail the retained role for Section 106 agreements to support delivery of the largest sites. In these instances, infrastructure will be provided in kind and negotiated, but with the guarantee that the value of what is agreed will be no less than will be paid through the Levy.
 - Retain the neighbourhood share and administrative portion as currently occurs under the CIL.
 - Introduce the Levy through a 'test and learn' approach. This means it will be rolled out nationally over several years, allowing for careful monitoring and evaluation, in order to design the most effective system possible.
 - Sites permitted before the introduction of the new Levy will continue to be subject to their CIL and Section 106 requirements.

Conclusions

9. The recent progression of the Levelling Up and Regeneration Bill means that it would not make sense for Fylde Council to progress a CIL given its impending demise. It is currently unclear how the new IL would work as it is proposed to be introduced via a 'test and learn' approach. However, with such a significant change in legislation proposed, it is concluded that the Council should wait for the new system to be implemented as reflected in the recommendation.

IMPLICATIONS	
Finance	There is insufficient detail in the Levelling Up and Regeneration Bill to allow a detailed analysis of the financial implications to take place. The council will continue to receive s106 contributions from developers on a site-by-site basis until such time as an Infrastructure Levy is introduced.
Legal	It is assumed the IL has to be examined and legal agreements would have to be drawn up.
Community Safety	None
Human Rights and Equalities	The introduction of an IL could have an impact on affordable housing provision.
Sustainability and Environmental Impact	IL payments can be spent on the local environment so there could be a positive impact on the local environment.
Health & Safety and Risk Management	There is a risk that the Council could waste resources setting a up and CIL which would then have to be replaced by an IL. It would be less of a risk to wait for the new system to be implemented.

LEAD AUTHOR	CONTACT DETAILS	DATE
Julie Glaister	julie.glaister@fylde.gov.uk & Tel 01253 658687	8 th June 2022

BACKGROUND PAPERS		
Name of document	Date	Where available for inspection
Part 2 Report: The Preparation of a Community Infrastructure Levy Preliminary Draft Charging Schedule	October 2015	KM-CIL-PDCS-Part-Two-Report-Oct-15.pdf (fylde.gov.uk)
Community Infrastructure Levy Addendum Report	August 2016	FINAL-CIL-Update-Report-27-July-2016.pdf (fylde.gov.uk)
Draft Section 123 List	August 2016	KM-CIL-PDCS-Part-Two-Report-Oct-15.pdf (fylde.gov.uk)
Infrastructure Funding Statement	2020-21	Infrastructure-Funding-Statement-2020_21-1.pdf (fylde.gov.uk)
Five Year Housing Land Supply Statement	December 2021	Five-year-supply-statement-April-2021.pdf (fylde.gov.uk)
Planning for the Future White Paper	August 2020	Planning for the future (publishing.service.gov.uk)
Michael Gove Paves Way for Council Housing Explosion	April 2022	Michael Gove paves way for council housing explosion (telegraph.co.uk)
Policy Paper Levelling Up and Regeneration: further information	April 2022	Levelling Up and Regeneration: further information - GOV.UK (www.gov.uk)

Attached documents

Appendix 1 - Background and position paper (CIL progress to date)

Appendix 2 - Draft List of Infrastructure Projects that could be funded by a CIL

Appendix 1 Community Infrastructure Levy (CIL) Background and Position Paper

Background

1. This paper describes how the current CIL system operates and outlines the progress made in implementing a CIL by Fylde Council. CIL can be used to fund a wide range of infrastructure, including transport, flood defences, schools, hospitals, and other health and social care facilities. It cannot be used to fund affordable housing. An updated Draft List of Infrastructure Projects that could be paid for by a CIL is included at Appendix 2.
2. Where all or part of a development is within the area of a parish council, a proportion of CIL receipts would have to be passed to the Parish Council, if there is a Neighbourhood Plan in place 25% of the relevant CIL receipts must be passed to the Parish Council. Fylde Council does collect considerable amounts of Section 106 payments and a comparison of Section 106 and CIL payments is provided. An estimate of the amount of money that could be generated by CIL is included, this is for the period up until 2032.
3. The evidence base for a CIL charging schedule is examined in public prior to the adoption of the CIL. The charging authority should have regard to the actual and expected cost of infrastructure, the viability of development, other actual or expected sources of funding for infrastructure and the actual and expected administrative expenses in connection with the CIL.
4. A Draft List of Infrastructure Projects (Appendix 1) sets out what infrastructure the CIL could pay for. An estimate of the amount of CIL that could be raised by the end of the plan period is included. The appendix also includes a comparison of CIL and 106 payments. The Council already collects considerable amounts of 106 payments, as evidenced by the Infrastructure Funding Statement. Both the Planning Advisory Service and external consultants appointed to advise the council on the progression of a CIL, advise that expecting CIL to deliver considerably more funds in addition to those currently realised through 106 payments could jeopardise the viability of development. The original purpose of writing this Report was to investigate whether or not Fylde Council should progress towards the adoption of a CIL. However, on the 11th May 2022 the Government started to progress the Levelling Up and Regeneration Bill which proposes the abolition of the current CIL arrangements and the introduction of a new Infrastructure Levy (IL).

Progress Made on the CIL and Changes to Requirements

5. Fylde Council had progressed a CIL, with the assistance of viability consultants, in parallel with the Fylde Local Plan to 2032. A Preliminary Draft Charging Schedule (October 2015) and draft 'Section 123' list were published with a Community Infrastructure Levy Addendum Report [Community Infrastructure Levy \(fylde.gov.uk\)](https://www.fylde.gov.uk). However, at that time it was acknowledged that the development of the CIL was delaying the production of the Local Plan. The CIL documents were submitted as Submission Evidence Documents in 2016. Work on the Fylde Local Plan to 2032 (incorporating Partial Review) commenced immediately after the adoption of the Fylde Local Plan to 2032.
6. In 2019 the CIL Regulations were amended to remove the requirement to consult on a preliminary draft charging schedule, remove the pooling restriction, replace the Regulation 123 list with an annual Infrastructure Funding Statement, allow CIL and Section 106 payments to be

combined to fund a particular infrastructure project, allow charges to be made to cover the cost of monitoring and simplify indexation, commencement procedures and payment of CIL with respect to developments that are revised as a result of amended planning permissions.

7. Charging authorities must identify the total cost of infrastructure they wish to fund wholly or partly through the CIL. In doing so they must consider what additional infrastructure is needed in their area to support development, and what other sources of funding are available, based on appropriate evidence. Information on the charging authority area's infrastructure needs should be drawn from the infrastructure assessment that was undertaken when preparing the relevant plan and its CIL charging schedule. In Fylde's case this is in the Fylde Local Plan to 2032 (incorporating Partial Review).
8. From December 2020, local authorities must publish an Infrastructure Funding Statement (IFS), and information must be drawn from this. The IFS should identify infrastructure needs and costs, anticipated funding from developer contributions, and the choices the authority has made about how these contributions will be used. This process will help the charging authority to identify the infrastructure funding gap and a CIL funding target. Any significant funding gap should be considered sufficient evidence of the desirability of CIL funding, where other funding sources are not confirmed.
9. Fylde Council has published an IFS however, because a CIL was not in place it reports solely on Section 106 payments [Infrastructure-Funding-Statement-2020_21-1.pdf \(fylde.gov.uk\)](#). A draft list of Infrastructure Projects that could be funded by CIL if a CIL were introduced has been produced and included at Appendix 1. The work included a review of the existing Infrastructure Delivery Plan, the original Draft 123 List and recent liaison with Lancashire County Council Highways and Education Departments. The IFS would need to be redrafted to incorporate the updated list and submitted for Examination in order to progress a CIL.
10. The Council would also need to procure an up-to-date Viability Assessment. The Viability Assessment will show the potential effects of the proposed CIL rate or rates on the viability of development across the authority's area. As background evidence, the charging authority should also provide information about the amount of funding collected in recent years through Section 106 agreements. This should include information on the extent to which their affordable housing and other targets have been met. Both the Planning Advisory Service and the council's consultants advise that existing levels of Section 106 payments should be used as a guide to the level of CIL that could be charged. That is the total amount that could be raised by Section 106 payments combined with CIL could not be significantly more than the amount currently being raised from Section 106 payments alone.
11. A Draft Charging Schedule would also need to be prepared by Fylde Council which would set out the Council's proposals for the CIL. It should be based on evidence about the infrastructure needs of the area and the ability of development in that area to fund infrastructure in whole or in part (the aggregate funding gap). It is subject to public consultation before going forward for a formal independent examination.
12. Research has been undertaken into the current CIL Regulations via the Planning Practice Guidance and the advice on the Planning Advisory Service website. The consultants who worked on the original CIL have also provided advice. An up-to-date Draft List of Infrastructure Projects (Appendix 2) has been produced as the Council has to provide evidence of an aggregate funding gap. An approximate projection of the funds that could be generated by a CIL has been calculated. The Council continues to collect Section 106 payments and analysis of the pros and cons of the two types of payments is presented in this report.

Spending the CIL

13. The CIL can be used to fund a wide range of infrastructure, including transport, flood defences, schools, hospitals, and other health and social care facilities. This definition allows the CIL to be used to fund a very broad range of facilities such as play areas, open spaces, parks and green spaces, cultural and sports facilities, healthcare facilities, academies and free schools, district heating schemes and police stations and other community safety facilities. It cannot be used to fund affordable housing. The CIL can be used to increase the capacity of existing infrastructure or to repair failing existing infrastructure if that is necessary to support development.
14. Where all or part of a chargeable development is within the area of a parish council, the Council would have to pass a proportion of the CIL receipts from the development to the Parish Council. The parish council must use the CIL receipts to support the development of the parish council's area by funding the provision, improvement, replacement, operation or maintenance of infrastructure; or anything else that is concerned with addressing the demands that development places on the area.
15. Where this development is also within an area that has a neighbourhood development plan in place, or the development was granted planning permission by a Neighbourhood Development Order (including a community right to build order), the charging authority must pass 25% of the relevant CIL receipts to the parish council for that area. Where all or part of a chargeable development is within the area of a parish council but there is neither a neighbourhood development plan nor a neighbourhood development order, up to 15% of the relevant receipts must be passed to the parish councils in which the development took place.

Relationship between the CIL and Neighbourhood Plans in England

Parish Council	Neighbourhood Plan	CIL
Yes	Yes	25% uncapped, paid to the parish each year
Yes	No	15% capped at £100/dwelling (indexed for inflation) paid to parish each year
No	Yes	25% uncapped, local authority consults with community about how funds can be used, including to support priorities set out in neighbourhood plans
No	No	15% capped at £100/dwelling (indexed for inflation, local authority consults with community to agree how best to spend the neighbourhood funding

16. If charging authorities collect the CIL, they can use funds from the CIL to recover the costs of administering the CIL. 5% of the total CIL receipts can be spent on administration expenses. This is to ensure that the majority of the revenue from the CIL is directed towards infrastructure provision.

How does the Community Infrastructure Levy relate to other developer contributions?

17. Developers may be asked to provide contributions for infrastructure in several ways. This may be by way of the CIL, planning obligations in the form of Section 106 agreements and section 278 highway agreements. There is still a legitimate role for development specific planning obligations, even where the CIL is charged, to enable a local planning authority to be confident that the specific consequences of a particular development can be mitigated.

18. Local Authorities should ensure that the combined total impact of such requests does not undermine the deliverability of the plan. Fylde Council already collects considerable amounts of 106 payments and has been advised by Keppie Massie that the current 106 payments received give an indication of the total amount of developer contributions that could be requested (including CIL). It will not be possible to dramatically increase total contributions by setting up a CIL.
19. Authorities can choose to use funding from different routes to fund the same infrastructure, they should set out in Infrastructure Funding Statements which infrastructure they expect to fund through the CIL and which through planning obligations. For example, a local authority may set out in their plan that they will use Section 106 planning obligations to deliver a new school to serve additional pupils arising at a new development on a strategic site. The local authority may also use CIL funds to deliver the school and support development elsewhere in the area.

A Comparison of the Pros and Cons of Section 106 and CIL Payments

20. The Local Government Association looked at the advantages and disadvantages of the CIL, compared to Section 106 payments and concluded as follows:

Advantages

- The CIL is generally fairer because it widens the contributions base, catches the developments that don't pay Section 106 payments and requires almost all developments to contribute.
- More specifically it is fairer on larger developments which, where they are first in or last out of an area tend to over-pay.
- It is more certain because the charging schedule combined with the planning permission will determine the amount payable reasonably precisely.
- It is faster because it removes the element of individual negotiation around the amount paid.
- It funds sub regional infrastructure which is more difficult to fund through traditional Section 106 payments.

Disadvantages

- The CIL is inextricably bound up with the development plan system so there are likely to be delays in setting a CIL, the existing CIL documents would need updating.
- The CIL therefore lacks flexibility and will be difficult to amend quickly as market conditions change.
- The CIL is mandatory with very few exceptions. As a consequence sites which have marginal viability and are unable to bear the burden of the CIL will not be developed.
- The arrangement breaks the link between development and related infrastructure. There is no opportunity for any direct agreements between the charging authority and the developer, to encourage the timely provision of infrastructure. Instead, it is said that the CIL is simply a cash collection system which makes insufficient provision for delivering necessary infrastructure.

Basically, the CIL brings in the money from the developer and requires the public sector to spend it. It is also widely acknowledged that the CIL is a complicated system to administer.

The Regulations are complex and it is usually administered by the Council Tax Service as it is collected as a tax.

What Could Fylde Realistically Raise through the Operation of a CIL?

21. Most of the strategic sites in Fylde Local Plan to 2032 (including Partial Review) have planning permission. The Planning Advisory Service have confirmed that it is not possible to revisit planning consents where the CIL was not originally changed and amend them to require CIL payments. Nor is it possible to revisit planning consents that are not paying Section 106 payments and require them to pay the CIL. Therefore, the CIL could only be charged on 'new' planning permissions granted after the CIL has been introduced. Evidence documents need updating, the Council would need to formally agree what projects the CIL would fund and the Infrastructure Funding Statement would need to be updated. The CIL would have to be examined. Staff would need to be appointed to administer the CIL. It is likely that this would take at least one year leaving nine years until the end on the plan period of 2032.
22. This would leave nine years of the plan period to 2032 in which to charge CIL. It has been recommended by Keppie Massie that an estimate of the money that could be generated would be obtained by taking an average dwelling size of 100 square metres. The CIL is then charged at £70 per square metre, so £7000 per dwelling. The CIL could only be charged on the 40 dwellings per annum windfall allowance plus the remaining pieces of land (allocations) in the Local Plan which have not yet received planning permission and minded to approve applications which could be revisited to require the CIL to be charged.
23. This gives an estimate of the amount of CIL that would be paid which can then be divided by the number of years left in the plan period to give an annual figure. The housing delivery figures are taken from the Five Year Housing Land Supply Statement December 2021.
24. The windfall allowance allows for 40 dwellings per annum to be completed per year to 2032 . That is 40 dwellings x 9 years x 100m² x £70 = **£2,520,000**. The allocations provide for 371 dwellings to be commenced before the end of 2032. CIL charged would total 371 x 100m² x £70 = **£2,597,000**. Finally, the minded to approve applications which total 723 dwellings. 723 x 100m² x £70 = **£5,061,000**.
25. This gives a total of **£10,178,000** which when divided by the nine remaining years of the plan period provides approximately £1,130,890 per annum. It is difficult to compare this with Section 106 payments. In 2020/2021 the Council received a total of £259,316.13 in Section 106 payments with £223,826.64 being spent in this period. This figure was most likely impacted by Covid. In March 2021, a total of £5,361,269.44 (Section 106 monies) was available to fund public open space, highways, bus stops and transport, affordable housing, education and public realm projects within Fylde. It should be noted that developers may be able to demonstrate that the charging of CIL would have to result in an equivalent reduction in Section 106 payments in order for developments to remain viable. In conclusion, this would likely result in the overall funding realised from the CIL being similar to that paid currently through Section 106 payments.

Appendix 2 Draft List of Infrastructure Projects that could be funded by a Community Infrastructure Levy or the proposed Infrastructure Levy.

Topic	Project	Aggregate Funding Gap	Timing
Sea Defences/Flooding	Sea Defences St Annes FC/EA	£2M	
	Reinforce and /or raise Warton Flood Banks		
Highways	T5 Link Road (LCC) from 1 st access to T6 roundabout	£12.9M	
	M55 to Fleetwood Corridor LCC/HE	>£150M	
Rail	South Fylde Rail Improvements LCC	£90-100M	
	Park and Ride at Kirkham and Wesham Railway Station LCC	£1M	
Cycling	Fylde Coast Cycle Network		
Footpaths	Public rights of way creation and enhancement		
	Coastal path creation from Starr Gate to Savick Brook		
Education	New Secondary School in Fylde		
	Re-location of Medlar with Wesham Primary School on Garstang Road North		
Leisure	Replacement of Kirkham Swimming Pool		
	Replacement and or redevelopment of YMCA St Annes and YMCA Lytham		
	Improve Playing Pitches and changing facilities at Blackpool Road, St Annes and Park View Road Playing Fields, Lytham		
Parks and Gardens	Sustainable access and infrastructure improvements to Lytham Hall and		

	Gardens, including car park improvements, drainage and infrastructure repairs		
	Implementation of Heritage Strategy: connecting the historic parks and gardens of Lytham and St Annes		
	Delivery of Fylde Council's Parks Improvement Programme		
Natural and Semi-Natural Greenspace	Integrate the nature reserve, SSSI and BHS at Lytham and St Annes to create a regionally significant Nature Reserve		
Public Realm	Enhancing the commercial and resort core of St Annes, including the Island Sea Front Area.	Unknown masterplanning and levelling up will be followed by bids for FHSF and HAZ	
	Revitalising the commercial core of Kirkham		
	Enhancing town, district and local retail centres		
	Enhancing key routes, approaches and gateways into Lytham St Annes and Kirkham		
	Provision of public art throughout Fylde.		
	Protecting and enhancing the heritage of Lytham		

DECISION ITEM

REPORT OF	MEETING	DATE	ITEM NO
HEAD OF GOVERNANCE	PLANNING COMMITTEE	8 JUNE 2022	8
SUBSTITUTES AT PLANNING COMMITTEE			

PUBLIC ITEM

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

SUMMARY

The report deals with the nomination of substitutes at Planning Committee.

Standing Order 24 of the Rules of Procedure (Part 4) of the Constitution provides for the arrangements for dealing with substitutes at Planning Committee. Substitutes must be drawn from a pool of ten reserve planning committee members, who are appointed by the committee and who must have had or intend to undertake or proposed to undertake appropriate training.

It is understood that there is a desire to make changes to the current pool of reserve planning committee members. This report sets out the relevant standing order and invites the committee to make the changes.

RECOMMENDATIONS

The Committee is invited to appoint or re-appoint up to ten members to be reserve planning members for the purposes of Standing Order 24 of the Rules of Procedure.

SUMMARY OF PREVIOUS DECISIONS

The Planning Committee approves appointments to substitutes each term and vacancies as they arise.

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

REPORT

1. The report deals with the nomination of substitutes at Planning Committee.
2. The present rules about substitutes at Planning Committee are contained in Standing Order 24 of the Rules of Procedure in Part 4 of the Constitution. An extract is set out below:

- (a) *If he will be absent from the whole of a meeting of the Planning Committee, a member of that committee may, subject to paragraph (b), be represented by a Reserve Planning member but only if the intended substitution is notified to the Director of Resources (or her representative) no later than the day before the meeting either:*
- (i) *by the member who will be absent; or*
- (ii) *by or on behalf of the leader of his political group (provided that the member who will be absent does not notify a substitution at any time before the start of the meeting).*
- (b) *A Reserve Planning Member is a member who has been named as such by the Planning Committee.*
- (c) *There can be no more than ten Reserve Planning Members at any time.*
- (d) *The Planning Committee can only name as a Reserve Planning Member a member whom they consider:*
- (i) *has a sufficient level of experience or training to enable him to contribute to the work of the committee; and*
- (ii) *is willing and available to frequently attend meetings of the committee (whether or not acting as a substitute)”.*

3. Currently, there are 10 substitute members. It is understood that there is a desire to make changes to the current pool of reserve planning committee members.
4. The Committee is invited to appoint or re-appoint ten members to be reserve planning members for the purposes of Standing Order 24.

IMPLICATIONS	
Finance	No implications arising from this report
Legal	No implications arising from this report
Community Safety	No implications arising from this report
Human Rights and Equalities	No implications arising from this report
Sustainability and Environmental Impact	No implications arising from this report
Health & Safety and Risk Management	No implications arising from this report

LEAD AUTHOR	CONTACT DETAILS	DATE
Democratic Services	democracy@fylde.gov.uk	12 May 2022
BACKGROUND PAPERS		
Name of document	Date	Where available for inspection
None		

INFORMATION ITEM

REPORT OF	MEETING	DATE	ITEM NO
HEAD OF PLANNING	PLANNING COMMITTEE	8 JUNE 2022	9
PLANNING ADVISORY SERVICE - SCOPING			

PUBLIC ITEM

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

SUMMARY OF INFORMATION

The purpose of the report is to provide the committee with information about a forthcoming Planning Advisory Service (PAS) review later in the year. The report outlines the process for the review and includes the proposed scope of the review at Fylde. The committee is invited to comment on the proposed scope of the PAS review.

SOURCE OF INFORMATION

Relevant officers responsible for delivery of the Corporate Plan action / outcome.

LINK TO INFORMATION

[The Planning Advisory Service](#)

WHY IS THIS INFORMATION BEING GIVEN TO THE COMMITTEE?

This information is provided to inform the committee about the forthcoming PAS review and the proposed scope of the work drafted by the Chairman, Vice Chairman, Leader, Chief Planning Officer and Chief Executive with advice from the Local Government Association (LGA) who will administer the review.

FURTHER INFORMATION

Contact: Mark Evans mark.evans@fylde.gov.uk / Allan Oldfield allan.oldfield@fylde.gov.uk

Information

Officers are in discussion with the LGA to arrange a Planning Advisory Service review of the planning service at Fylde. The review is considered beneficial to the service because it offers an independent critical friend assessment of the service. Because the planning service deals with some of the most important strategic matters that shape the built environment and the local community, every opportunity to review and improve performance is explored. With significant post pandemic changes in working arrangements, workplace behaviour and attitudes in society a PAS review will have added benefit to the planning service and the council.

A peer challenge offers an in-depth look at the service offering a critical friend view of weaknesses and opportunities. Accordingly, it has been agreed to invite PAS to carry out a review in the Autumn, the actual onsite dates have yet to be agreed.

Planning is a vital service with the local plan delivering the longer-term spatial aims for the area, to the planning committee as a very public "shop window" of decision making of the council, and the challenge of delivering homes and businesses now and in the future, making sure the service is functioning at its best is always helpful.

A planning peer challenge offers an in-depth look at the service that can be focused on specific elements of the service or across the whole service, used as a baseline for the leadership and for places, thinking about the long-term health of the service or facing up to a new challenge.

Setting the Scope

The following themes are some examples of areas reviewed by PAS however, a review is bespoke, and PAS will shape the scope to fit local circumstances, it is essential that PAS are aware of what the council wants to achieve through the review.

- How well is the planning service supporting local priority outcomes?
- Is there a clear and locally distinctive planning vision for the area together with a strategy that sets out how the council will address planning needs for sustainable communities, housing, and the local economy?
- How will the council enable citizens and communities to shape localities in a way that meets their needs and aspirations?
- Does the council provide a good service to users?
- How will the council work with other councils, agencies, and communities to coordinate where necessary and work productively?

How a PAS Review Works

The scope is tailored to meet the specific needs of the service and the council. The onsite phase of the review takes place over three days and consist of the following stages:

- preparation of a position statement and timetable
- onsite work: principally interviews and discussion groups
- feedback on key findings and practical suggestions for accelerating improvement
- action planning session
- free follow up consultancy support.

The Review Team

PAS take a flexible approach to ensure that they bring together the right team for the review at Fylde. The team will usually include the following:

- team leader – senior planning manager (head of service or director)
- member peer(s) – senior councillor with planning experience
- officer peer(s) – senior planning officer
- challenge manager – LGA manager

The Proposed Scope for the Fylde Review

Whilst the Fylde PAS review will primarily focus on the Development Management service, it will also need to consider the council's approach to planning policy. It is proposed that the PAS be asked to focus on the following areas:

- Does the council have up to date planning policies in place that support and deliver the vision and priorities of the council and the local community?
- Does the council engage effectively with neighbouring planning authorities to resolve strategic cross boundary and sub-regional issues

- Engagement & Communication – how the service engages, communicates, and interacts with statutory consultees (town and parish councils, LCC, professional advisors, etc.) and the public throughout the application / planning process
- Leadership, Management & Administration – examine the operational practices and procedures in place, the reporting style and process ‘flow’
- Decision Making – the process and ‘flow’ in place for decisions, the scheme of delegation, opportunities for community engagement in the planning process, any ‘bottle necks’, reasons for delays and performance against statutory determination times
- Enforcement – an examination of the policy / approach to enforcement, the appropriateness of action and no action and identifying any opportunities to learn from best practice. The PAS team will be asked to consider and advise on long standing enforcement issues
- Training and Support – how the council provides training and support to stakeholders on planning i.e. parishes, elected members etc. and the training and support available to secure continuous improvement for the planning officers

INFORMATION ITEM

REPORT OF	MEETING	DATE	ITEM NO
HEAD OF PLANNING	PLANNING COMMITTEE	8 JUNE 2022	10
PERFORMANCE REPORTING 2021/22			

PUBLIC ITEM

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

SUMMARY OF INFORMATION

The report provides details of the key performance outcomes for the financial year end 2021/22. Performance is reported against the targets set for the year and commentary is provided by performance exception.

SOURCE OF INFORMATION

Planning and Housing teams have input data into the corporate online system (called InPhase) for service-based performance data.

LINK TO INFORMATION

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

WHY IS THIS INFORMATION BEING GIVEN TO THE COMMITTEE?

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

FURTHER INFORMATION

Contact: Alex Scrivens, Performance & Improvement Manager (alex.scrivens@fylde.gov.uk).

******* PERFORMANCE ABOVE TARGET *******

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

PM152: Percentage of major appeals allowed against all major application (2yr rolling figure) is 0.42 and last year's comparison figure was 1.45, the target is 10.

Since the adoption of the Fylde Local Plan to 2032 in 2018 and the subsequent adoption of the Partial Review of that Plan in 2021 the council has been in a position where it has been able to demonstrate delivery of the 5-year housing supply as required by the NPPF. With planning legislation imposing a requirement for planning applications to be determined in accordance with the Local Plan where the housing supply requirements are being delivered the council has received no speculative residential development proposals, and so has not faced any appeals for the refusal of these applications. This results in this very low figure, which is expected to remain at this level whilst the Plan allocations are able to continue to deliver the housing needs.

PM151: Percentage of major applications in 13 weeks or where extensions agreed (2yr rolling figure) is 93.41 and last year's comparison figure was 95, the target is 70.

The planning team recognise the importance of determining applications promptly and in working proactively with agents and applicants to resolve issues proactively wherever possible. This ensures that agents and applicants are willing to agree extensions of time on applications that take time to reach a decision, hence this figure remains high. Despite workload levels being particularly high over the past 12 months, the planning team have been able to maintain that performance, although with expected staffing challenges ahead it is anticipated that performance may suffer in the coming year or so depending on recruitment.

PM37: Percentage of minor applications determined within 8 weeks is 92 and last year's comparison figure was 93.48, the target is 75.

As PM151

PM38: Percentage of other applications determined within 8 weeks is 93.9 and last year's comparison figure was 93.65, the target is 80.

As PM151

PM40: Number of affordable homes delivered (Gross) is 215 and last year's comparison figure was 89, the target is 180.

Number of sites delayed due to Covid 19, shortages of labour and materials completed towards the end of the financial year.






******* PERFORMANCE BELOW TARGET *******

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



PM39: Net additional homes provided is 384 and last year's comparison figure was 286, the target is 480.

This indicator is not something we have direct control over. There has been a number of large housing applications approved recently, and most of these are currently under construction. We would expect to see more completions over the coming months. The total number of net additional homes provided has increased compared to the last year.

PERFORMANCE KEY ICON STATUS

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

APPENDIX 1: Performance Measures year-end performance (1st April 2021 – 31st March 2022)

Development Management						
Local Key Performance Indicators	Frequency	Good Performance Is	APR 2020 MAR 2021	APR 2021 MAR 2022	Year-end Target	Performance Status
PM152: Percentage of major appeals allowed against all major application (2yr rolling figure)	Quarterly	Smaller is Better	1.45	0.42	10	
PM151: Percentage of major applications in 13 weeks or where extensions agreed (2yr rolling figure)	Quarterly	Bigger is Better	95	93.41	70	
PM37: Percentage of minor applications determined within 8 weeks	Quarterly	Bigger is Better	93.48	92	75	
PM38: Percentage of other applications determined within 8 weeks	Quarterly	Bigger is Better	93.65	93.9	80	
PM40: Number of affordable homes delivered (Gross)	Quarterly	Bigger is Better	89	215	180	
PM39: Net additional homes provided	Monthly	Bigger is Better	286	384	480	

INFORMATION ITEM

REPORT OF	MEETING	DATE	ITEM NO
HEAD OF PLANNING	PLANNING COMMITTEE	8 JUNE 2022	11
CORPORATE PLAN ACTION UPDATE			

PUBLIC ITEM

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

SUMMARY OF INFORMATION

The purpose of the report is to provide the committee with the latest progress against the corporate actions relevant to the committee that are scheduled for completion at the time of the meeting.

SOURCE OF INFORMATION

Relevant officers responsible for delivery of the Corporate Plan action / outcome.

LINK TO INFORMATION

[The 2020-2024 Corporate Plan](#)

<http://fyldeperformance.inphase.com>

[Corporate Plan 2020/24 Prioritisation Log](#)

WHY IS THIS INFORMATION BEING GIVEN TO THE COMMITTEE?

This information is provided to inform the committee about progress against the key strategic objectives the council has set out in the corporate plan.

FURTHER INFORMATION

Contact: Alex Scrivens alex.scrivens@fylde.gov.uk

Actions / Outcomes due for completion by 31st March 2022.

Develop policy to protect the character of communities i.e. heritage assets, listed features, town centres

(Outcome: Develop Local list of Registered Parks and Gardens)

Action Ongoing - A Heritage Strategy, which includes an action plan has been produced. Following the completion of the local listings project, which is available on the heritage pages of the council's website at:

<https://new.fylde.gov.uk/resident/planning/listed-buildings/>, the completion of the local list of registered parks and gardens is being progressed.

Support the regeneration of our towns and villages

(Outcome: deliver 106 public realm scheme - Elswick village green)

Action Ongoing - The Section 106 and capital funding from Fylde Council have now been transferred to the Parish Council who are responsible for delivering the project. Work has commenced on site to deliver the new Village Green.

Further reduce the number of empty homes and encourage the development affordable homes

(Outcome: Develop empty homes strategy)

Action Ongoing - Completion of this study has been delayed due to staff vacancies. The Affordable Housing Officer position has now been filled and this work will be progressed as part of the wider responsibilities of this new role

INFORMATION ITEM

REPORT OF	MEETING	DATE	ITEM NO
MANAGEMENT TEAM	PLANNING COMMITTEE	8 JUNE 2022	12
CAPITAL PROGRAMME MONITORING REPORT 2021/22 – OUTTURN POSITION AS AT 31st MARCH 2022			

PUBLIC ITEM

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

SUMMARY OF INFORMATION

This report sets out details of expenditure on schemes within the Council's approved capital programme for the financial year 2021/22.

SOURCE OF INFORMATION

Chief Financial Officer – the report is based upon information on capital programme expenditure on a scheme by scheme basis extracted from the Council's financial ledger system for the period to 31st March 2022 and feedback received from budget holders.

LINK TO INFORMATION

Capital Programme Monitoring Report 2021/22 – Outturn Position as at 31st March 2022:

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

WHY IS THIS INFORMATION BEING GIVEN TO THE COMMITTEE?

The purpose of this report is to provide an update of the Council's approved Capital Programme as at the financial year-end, 31st March 2022. The Committee is directed to take particular note of those schemes which are under the Committee's remit.




Further information on the financial outturn position for 2021/22 will be contained within the MTF5 Outturn Report to the Finance and Democracy Committee in June 2022.
















FURTHER INFORMATION

Contact: Paul O'Donoghue, Chief Financial Officer.

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

CAPITAL OUTTURN 2021/22

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

APPROVED SCHEMES	Head of Service / Budget Holder	Latest Budget 2021/22 £000	Actual Outturn £000	Variance £000	Variance	See key	Slippage required into 2022/23 £000	Budget Holder Comments
<u>FINANCE & DEMOCRACY COMMITTEE</u>								
Purchase of Land Adjacent to Squires Gate Station	Darren Bell	6	0	6	Underspent		6	This project is ongoing. As agreed at Full Council, the compulsory purchase of the land will now be initiated which could take 12 months to complete.
Sub total		6	0	6			6	
<u>TOURISM & LEISURE COMMITTEE</u>								
Fairhaven Lake & Promenade Gardens Restoration	Mark Wilde	1,433	1,183	250	Underspent		250	Building and Landscaping works are scheduled to be completed during 2022/23.
Staining Playing Fields Development Scheme	Mark Wilde	43	0	43	Underspent		43	Plans for landscaping works are currently being developed with project completion anticipated to be during 2022/23.
Coastal Signage Improvements	Darren Bell	68	7	61	Underspent		61	Phases 1, 2 and 3 (Consolidation / Rationalisation, Digital Beach Signs and Beach Safety Signs) have been completed. Phases 3 and 5 (Waymarking & Directional and Heritage & Interpretation) are currently being modelled. Remaining scheme delivery completion is anticipated to be during 2022/23.
Fylde Sand Dunes Improvement Scheme	Mark Wilde	46	35	11	Underspent		11	The first phase of the scheme to regrade the dunes opposite the Persimmon Homes development has now been successfully completed. A tendering exercise has been completed for the second and third phases of the scheme - which include new dune entrance ways and signage. Draft artwork has been produced by a graphic designer for the signs and is ready for completion. A contractor has been selected for the entranceway installation and the project will be completed by the end of May 2022.
Blackpool Road North Playing Fields Drainage	Darren Bell	145	119	26	Underspent		26	Works are substantially complete. Additional works on the maintenance of football pitches are to be completed during 2022.
Additional Parks Access Control Measures	Mark Wilde	16	16	0	On target			This scheme has been delivered and completed within budget.
Ashton Gardens Lighting Improvement Scheme	Darren Bell	25	21	4	Underspent			This scheme has been delivered and completed £4k under budget.
Park View Drainage Improvement Scheme	Darren Bell	1	1	0	On target			A drawdown report was presented to Committee in March 2022 and work is anticipated to start in Spring/Summer 2022.
Fairhaven Boathouse - Remodelling and Refurbishment Scheme	Darren Bell	7	7	0	On target			The majority of the scheme has been re-phased for delivery into 2022/23.
Play Area Improvements	Mark Wilde	100	57	43	Underspent		43	Following a tender process, a drawdown report was presented and approved at the January 2022 Tourism & Leisure Committee. A contract has been issued to the successful tenderer and works are due to be completed by the end of May 2022.
Friends of Newton Community Park Improvement Scheme - Fylde Council Contribution	Mark Wilde	100	100	0	On target			This scheme has been delivered and completed within budget.
Fairhaven Kiosk / Ice Cream Bar Project	Darren Bell	20	15	5	Underspent		5	The project works are scheduled to be completed during 2022/23.
Boating Pool Safety Improvements	Mark Wilde	60	9	51	Underspent		51	The project works are scheduled to be completed by the end of May 2022.
North Beach Windsports Centre	Darren Bell	200	0	200	Underspent		200	The project works are scheduled to be completed during 2022/23.
Sub total		2,264	1,570	694			690	

Appendix (Cont'd)

APPROVED SCHEMES		Latest Budget 2021/22 £000	Actual Outturn £000	Variance £000	Variance	See key	Slippage required into 2022/23 £000	Budget Holder Comments
OPERATIONAL MANAGEMENT COMMITTEE								
Replacement Vehicles	Kathy Winstanley	486	164	322	Underspent	▲	322	A number of operational vehicles of a bespoke specification and with long build times have been commissioned but were not delivered to the Council by the year-end. Slippage is requested in this regard and the vehicles are now expected to be received during 2022/23.
Car Park Improvements	Darren Bell	70	40	30	Underspent	▲	30	The improvement of the interface between Stanner Bank car park and Inner Promenade was completed. The remaining budget will be used in 2022/23 to contribute to the resurfacing of Fairhaven Road and/or Swimming Pool Car Parks.
Public Transport Improvements	Darren Bell	138	18	120	Underspent	▲	120	This scheme relates to developer contributions (£106) funding that is paid to Lancashire County Council (LCC). The funding will contribute to the delivery of improved public transport services where an enhanced public transport requirement is identified as a result of increased housing development. These payments may be made over a period of several years and in this instance the £106 agreement allows for payments to be made up until 2028. Slippage of the unspent amount of £120k is requested in order that the full amount may be paid to LCC in later years at the appropriate point in time.
Fairhaven and Church Scar Coast Protection Scheme	Darren Bell	10	0	10	Underspent	▲	10	This is the residual Sand Dune improvement works on the Dunes North of Fairhaven Lake. This was an outstanding condition of the Fairhaven Coastal Defence scheme which Environment Agency Grant in Aid can be claimed.
St Annes Sea Wall	Darren Bell	190	161	29	Underspent	▲	29	In 2020 the council were awarded £300k Pipeline acceleration funding to develop the St Annes Seawall Outline Business Case. This has now been completed. Following this a bid was submitted to the Environment Agency which was approved at a total cost of £12.1m. The planning phase has now commenced. Following the planning phase it is proposed to start the construction phase Autumn 2023.
Accommodation/ facilities at Snowdon Road Depot - Welfare Improvements	Darren Bell	206	206	0	On target	😊		This scheme has been delivered and completed within budget.
Charging Infrastructure for Electric Taxis	Darren Bell	105	78	27	Underspent	▲	27	Charging units now installed and an invoice for the majority of the costs has been paid. Remainder to be paid once the units are commissioned by end April 2022. Scheme to be completed during 2022/23.
Cemetery and Crematorium - Infrastructure Phase 3b	Darren Bell	35	0	35	Underspent	▲	35	The main project is now complete. Additional landscaping, surfacing and drainage works will be completed during 2022/23.
Outdoor Digital Signage	Mark Evans	52	32	20	Underspent	▲	20	The outdoor digital signage proposal has been referred to the Town Centres Working Group in order to consider alternative siting proposals that will be more suitable in the conservation area location in which they are proposed. Various options are currently being examined and it is expected that the projects will be delivered during 2022/23.
South Fylde Line Study	Darren Bell	70	60	10	Underspent	▲		The study was completed within timescale and £10k under budget.
Sub total		1,362	759	603			593	

APPROVED SCHEMES		Latest Budget 2021/22 £000	Actual Outturn £000	Variance £000	Variance	See key	Slippage required into 2022/23 £000	Budget Holder Comments
ENVIRONMENT, HEALTH & HOUSING COMMITTEE								
Disabled Facilities Grants (DFG) Programme	Mark Evans	1,467	1,281	186	Underspent	▲	186	Following earlier delays of reduced activity due to previous Covid restrictions the grant programme is now progressing as normal and £186k is requested to be slipped into 2022/23.
Housing Needs Grant	Mark Evans	55	0	55	Underspent	▲	55	Housing Needs grant awards are dependent on the repayments received by the sale of properties where DFG grant has previously been provided. The funding to be used where professional services have been provided, such as architectural fees, but the DFG grant has not gone ahead in 2021/22. No expenditure has been incurred in 2021/22. Funding has been used in previous years for specific community information events. Planning of a 2022/23 programme of events is underway as part of the HMO Inspection project and slippage is requested.
Progress Housing Buy Backs	Mark Evans	58	58	0	On target	😊		This scheme has been delivered and completed within budget.
CCTV Replacement Schemes	Ian Curtis	27	26	1	Underspent	▲	1	4 WCCTV deployable cameras have been purchased with accessories. £1k residual funding remains.
Hydration Points	Darren Bell	60	0	60	Underspent	▲	60	The project was delayed due to Covid restrictions which would have stopped the points being used. A drawdown request for a small number of hydration points was submitted to committee in March 2022 for installation prior to the summer season of 2022.
Fylde Affordable Housing Delivery Programme	Mark Evans	60	19	41	Underspent	▲	41	This funding had been allocated to deliver an affordable housing survey which requires community engagement that could not be carried out within the previous social distancing restrictions that had to be observed. As a result the project has been delayed. The contract has been awarded and it is anticipated that the survey will be completed during 2022/23.
Affordable Housing Scheme, Lytham Road, Warton	Mark Evans	260	0	260	Underspent	▲	260	Council (19/10/20) approved a scheme for affordable housing on Lytham Road Warton, utilising S106 funding. phased equally over two financial years (2020/21 and 2021/22), the sum of £260,000 to be fully funded from a portion of the balance of S106 developer contributions for affordable housing currently held by the Council for this purpose (from Agreement ref: 12/0717 - Moss Farm, Cropper Road, Westby). Negotiations are still underway to approve the Affordable Housing Statement for the site, in line with the conditions for the grant.
Sub total		1,987	1,384	603			603	

Appendix (Cont'd)

APPROVED SCHEMES		Latest Budget 2021/22 £000	Actual Outturn £000	Variance £000	Variance	See key	Slippage required into 2022/23 £000	Budget Holder Comments
PLANNING COMMITTEE								
St Annes Regeneration Schemes	Mark Evans	124	1	123	Underspent	▲	123	The funding was specifically aimed at delivering the Wood Street (Phase 3) Scheme. Works commenced but, despite being suspended due to the covid situation, have now been completed on phase 3a (north side). There are some works that have not yet been invoiced, which are currently undergoing a snagging process prior to final sign off. Any residual amounts unspent will be directed towards the implementation of an enhanced Pier Link project in accordance with the decision made by Planning Committee on 22 June 2020.
Kirkham Public Realm Improvements	Mark Evans	3	1	2	Underspent	▲	2	This is a residual amount from the last phase of regeneration works allocated for signage which will now be delivered as part of the Kirkham Future High Street Fund / Heritage Action Zone programme in 2022/23.
M55 Link Road (Inc. S106 monies for design work)	Mark Evans	122	1	121	Underspent	▲	121	The accelerated delivery of the £27m M55 Heyhouses Link Road is subject to a funding package made up from a number of sources. This funding is now in place and work has started on site with the earthworks being the first phase. The road will then be constructed by Lancashire County Council's in-house team and is due for completion in early 2024. It is expected that LCC will require the funding to be transferred to them during the latter stages of the project and so is likely to be spent during 2022/23.
St Annes Pier - Coastal Revival Fund	Mark Evans	5	0	5	Underspent	▲	5	This scheme is funded by a specific grant from MHCLG for which Fylde Council is acting as the accountable body. The spend of the remaining funds rests with the owners of the Pier, but is anticipated to be completed during 2022/23.
Kirkham and Wesham Station	Mark Evans	15	15	0	On target	😊		This funding was identified to allow a feasibility study to be carried out which would examine the alternative proposals available to deliver off street parking at Kirkham and Wesham Station. Following an initial delay as a result of changes to the rail franchise operating on the Preston-Blackpool Line, the feasibility study has now been completed and an invoice is awaited.
Future High Street Fund: Kirkham	Mark Evans	1,207	656	551	Underspent	▲	551	This is a government-funded scheme to deliver a number of schemes across the whole of the town centre including the re-purposing of buildings, traffic management measures, building reuse and enhancement and public realm projects with delivery phased over a number of years. Funding is being utilised on a staged basis. During the year the Council has purchased 2 properties within Kirkham Town Centre for restoration alongside the Kirkham Heritage Action Zone scheme.
Wesham Community Centre	Mark Evans	92	85	7	Underspent	▲		This scheme was programmed to commence in early October 2020, following initial delays due to the Covid pandemic this scheme has been successfully delivered £7k under budget.
Elswick Village Green	Mark Evans	115	0	115	Underspent	▲	115	A report was presented to Planning Committee in April 2022 to authorise transferring the funds to enable the Parish Council to take responsibility for the delivery of the project under a legal agreement to ensure funds are spent in a timely manner and on the agreed project. The Capital Programme will be updated accordingly.
Kirkham Heritage Action Zone	Mark Evans	1,352	636	716	Underspent	▲	716	This is a 4 year programme (2020-2024) with spend being spread across the programme period. Delays have resulted from the Coronavirus pandemic and officers have been working with Historic England to agree a reprofiling of the spend to minimise any loss of grant. Historic England have confirmed that £224k has been removed from the scheme funding and the programme has been adjusted for this reduction in grant and the related expenditure.
Tree Planting Scheme	Mark Evans	25	6	19	Underspent	▲	19	Take up of trees for the "15 Trees for 15 Parishes" scheme was not as high as envisaged. The Carbon Neutral Working Group has asked that the funds be slipped to allow planting during the 2022/23 planting season.
25 Victoria Road St Annes Y-Pad Scheme	Mark Evans	50	50	0	On target	😊		This scheme has been successfully delivered.
Sub total		3,110	1,451	1,659			1,652	
Total Expenditure		8,729	5,164	3,565			3,544	