

FBC – Capital Bid 2018/19

Prepared by/Bid Originator – Paul Drinnan



Scheme Title: ST ANNES REGENERATION PROGRAMME: WOOD STREET PHASE 3.

Description of Scheme:

The next phase of public realm enhancements to the north-easterly end of Wood Street between Park Road and St. Andrews Road South. This would complete the refurbishment of Wood Street and compliment the scheme for St. Andrews Road South, presently under construction.

A detailed breakdown of the funding strategy is detailed below –

Capital cost plan:

| Cost Heading | Description | Total £ |
|---------------------------------|---|-----------------|
| Works to the southerly side | Resurfacing with high quality materials with small public square, gardens/lawns, forecourt parking and tree planting | 205,000 |
| Works to the northerly side | Refurbishment of Council car park, including new surfacing to footways to Wood Street and to the shop frontages. Re-planning of small garden areas, seating units and street furniture. Street lighting previously installed but to be re-painted This phase of regeneration contained within the Lytham St Annes 2020 Vision document. | 95,000 |
| Overall scheme estimate | | £300,000 |
| | | |
| Overall funding estimate | Section 106 Contributions | 250,000 |
| | Fylde Council capital programme | 50,000 |
| Total | | £300,000 |

Outputs (i.e. details of what the investment will specifically deliver):

Several thousand square metres of enhanced paving
Tree planting and lawned areas
High quality street furniture
Enhance the setting of commercial frontage
Enhance the important link between Park Road and St. Andrews Road South
Refurbish the Council car park as a significant revenue generating asset
Complete this 'Quarter' of the centre of town

Outcomes (i.e. details of the broader benefits achieved by the investment, for example community or environmental benefit, health and safety compliance, or statutory obligations):

The regeneration of St. Annes has been undertaken over a significant timescale based around The Square, but then extended to adjoining side streets. Following the completion of Phase 1 of St Annes Square in 2000, a funding bid was successful with Tourism Board, Historic England and private sector match combining to undertake the first phase of regenerating Wood Street. This was the middle section between Orchard Road and Park Road.

The Lytham St. Annes 2020 Vision sets out a comprehensive approach to the regeneration of St Annes town centre, in effect identifying a series of 'design zones'. This includes St. Andrews Road South and at this time a scheme for its refurbishment is under construction. This would leave the upper, easterly end of Wood Street as the remaining element of this part of the town centre (apart from The Crescent) to be completed.

The scheme has been designed in concept form. The content is as outlined in the 'Cost Heading' table above and would incorporate both sides of the street including the Council car park, the inner and outer pavements surrounding it and also the opposite side of the street. This side presently contains a number of private forecourts, small garden areas as well as some additional forecourts that are owned by this Council. Whilst the forecourts are for the most part privately owned, they are publicly accessible and appear as part of the broader street scene.

The side containing the Council car park presently has a good quality surface that is block paved. This can simply be cleaned and re-sanded along with any specific defects remedied. It is proposed to block pave the inner and outer footways and reconfigure the planted areas, introducing trees and enhanced street furniture to the standard used elsewhere. To the opposite side, it is proposed to reconfigure the forecourt areas and introduce frontage landscaped areas – similar to the lawned scheme at the opposite end of Wood Street. Specimen trees would be included and a small 'square' located on the Park Road junction to compliment that on the opposite side of the street – with the ornamental palm tree feature.

The net effect of the proposal will be on of 'greening the street' with significant enhancement to the character and appearance of this part of the town centre.

It should be borne in mind that that works to the 'car park' side are fully within the control of this Council, as all land is within its ownership apart from the outer footway that is adopted highway. To the opposite side, the ownership pattern is more complex and to date consultation has not begun. However, as with other initiatives within the resort centre, there has ultimately been widespread support. Consultation would begin shortly.

The funding for the scheme is, for the most part, by way of a variety of Section 106 Public Realm funding contributions which are shown in the table below.

| Section 106 Public Realm funding contributions triggered and received which could be used for Wood Street Phase 3 | | |
|--|-------------------------------------|--------------------------|
| Application Number | Development | S106 Contribution |
| 10/0877 | Former Pontins site Phase 1 | £26,000 |
| 14/0327 | McCarthy and Stone, South Promenade | £55,745 |
| 16/0062 | Former Pontins site Phase 2 | £100,000 |
| | Heyhouses site – residual sum | £67,000 |
| Total | | £248,745 |

The current total of monies received is approximately £249,000.

A further payment, totalling £75,000 from a development shown in the following table has been triggered and is overdue. More recently the Council has been informed that the company involved has entered administration.

| Section 106 Public Realm funding contributions triggered but not yet received which could be used for Wood Street Phase 3/St Annes Town Centre | | |
|--|--|-------------------|
| Application Number | Development | S106 Contribution |
| 14/320 | Former Parkwater Hotel, 23-25, Fairhaven Road, St Annes. Redevelopment for apartments. | £75,000 |
| Total | | £75,000 |

This has the effect of placing a question mark as to whether the funding will be realised and if so when this might be. Officers are vigorously pursuing this matter, but the potential timing of any funding receipt is not known at this stage.

To complete the full scheme, which is logical, it is estimated that a funding gap shortfall of approximately £50,000 would prevent full completion.

The additional £50,000 is likely to give certainty that the scheme can be delivered such that officers can approach businesses and property owners with the level of confidence needed and to progress its development as soon as possible.

Taken as a whole, it is considered that the scheme will significantly enhance this part of the town centre and conservation area. In addition, it is aimed at promoting private sector business confidence and investment. It should also result in additional use of the Council's car park as a valuable asset.

A copy of the Concept layout plan is attached.

Part of the Section 106 funding contributions that are held by this Council would need to be included in the Capital Programme (some of this is already identified in the 2017/18 Programme) and the scheme content and detailing would need to be approved by the relevant committee's including Planning Committee. As the above sum due from the 'Parkwater' development has been triggered and is now owed to the council it is suggested that should at some point repayment be secured that this be repaid to the council in lieu of the £50,000 capital programme sum.

Contribution to corporate objectives (i.e. how does the project achieve or help deliver priorities within the corporate plan):

Vibrant Economy Enhance and improve town and village centres

Great Place to Live Recognise the significance of Heritage Assets

Budget Resource Requirements

Breakdown of initial capital costs and future revenue implications

Contracting with Lancashire County Council to undertake works based on latter/previous phases of St. Annes Resort Centre regeneration.

Estimated Total Capital costs of bid (£000's): £50,000

Annual **additional Revenue costs** arising from the bid (£000's):

The materials of construction are hard wearing and should be maintenance free. The 'highway' aspects of the work will be the responsibility of Lancashire County Council as the highway authority. Consequently, any future revenue implications for Fylde Council would be relatively minor in scale and could be met from existing approved revenue budgets. The car park presently has on going maintenance costs and so its refurbishment should result in a slight cost saving. Areas of the development will remain in private ownership with legal agreements in place to ensure sustainable maintenance.

Value and phasing of bid:

| 2018/19 | 2019/20 | 2020/21 | 2021/22 | Additional capital investment required (i.e. the value of the bid) |
|---------|---------|---------|---------|--|
| £50,000 | £000 | £000 | £000 | |

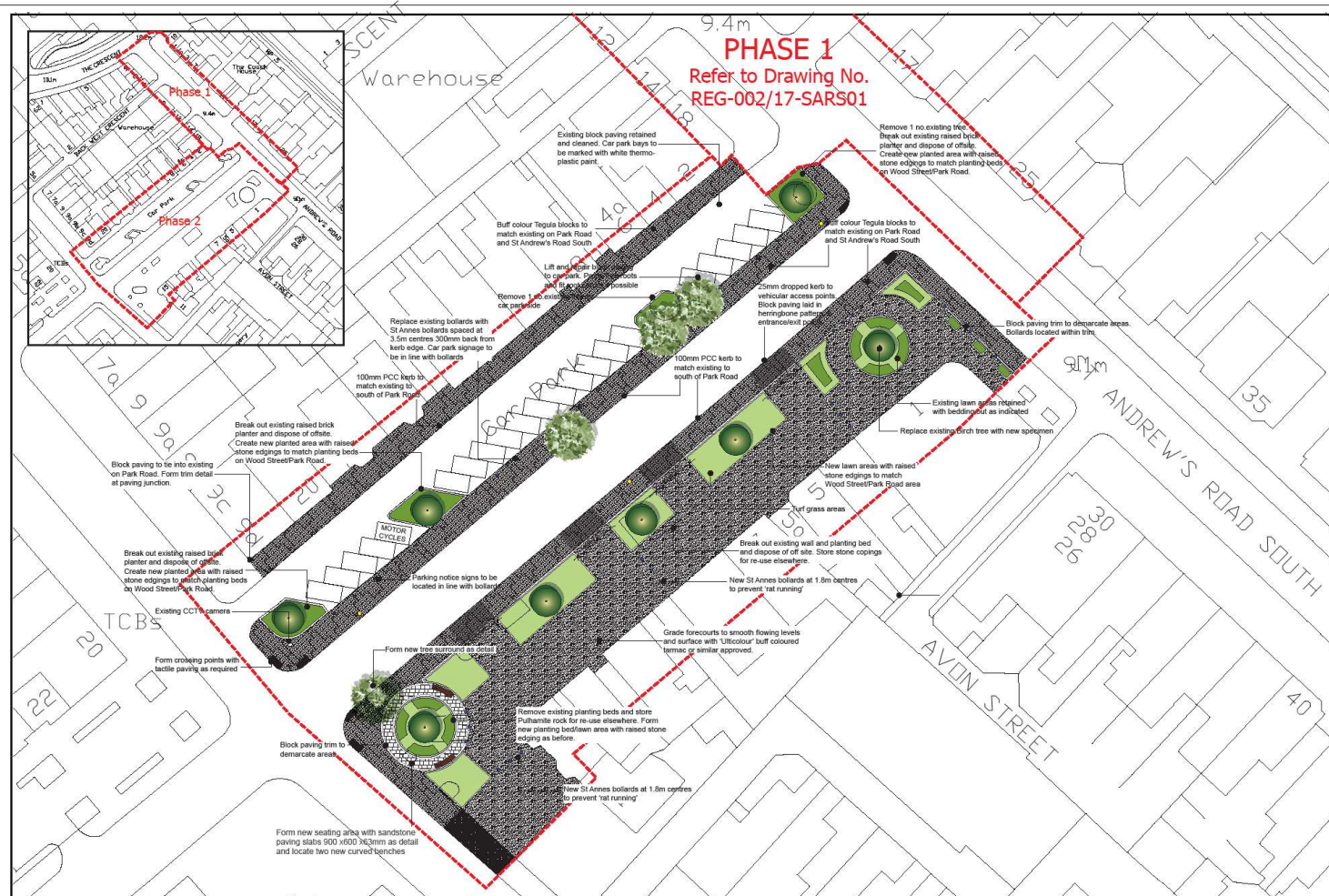
Existing resources in the Capital Programme relating to this scheme:

| 2018/19 | 2019/20 | 2020/21 | 2021/22 | Existing capital resources in the approved Capital Programme |
|---------|---------|---------|---------|--|
| £67,000 | £000 | £000 | £000 | |

Estimated timescales for the bid:

| | |
|--------------------------|--|
| Start Date : Spring 2018 | Completion Date: Winter 2018/19 (Depending on Phasing) |
|--------------------------|--|

| Project Risks (outline any risks to delivery of the project and how these will be mitigated) | | |
|--|---|--|
| Risk | Impact | Mitigating Action |
| Lancashire County Council Partnership Arrangement | A successful contractual arrangement has been in place for some time in respect the undertaking of a number of public realm schemes across the Borough. This has resulted in good value, close monitoring and financial controls and cost savings. Though this is very unlikely LCC may not be able to fulfil the contract due to other capital scheme commitments. | The scheme would have to be re-tendered but all the implications as to the scheme being undertaken by a third party contractor would be known about. These matters would be reported to the Council explaining the implications prior to any decision being made as to whether the scheme should be implemented or not, or what the consequences might otherwise be. |
| Significant increase in the costs of materials and labour costs | An increase in the costs of the scheme | These factors would be reported to the appropriate Committee of The Council prior to the contract being agreed thus safeguarding the Council's position and liabilities. |
| Third parties not wishing to participate in the scheme | There may be some areas that are to be included that are in private ownership that should be part of the scheme. To date no parties have decided not to participate in such schemes. | The areas in question could be left out although positive discussion with owners would be undertaken. Private sector ownership relates to the southerly side only. |



Stone upstand detail to planting beds to match existing on Wood Street and Park Road



Tegula block paving and sandstone paving detail



Coloured asphalt surface



Tree pit detail

| Date | Revision |
|------|---|
| A | July 17 Amendments after site visit - KTL |



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|------------|-----|-------|----------|
| Drawn by | KTL | Date | May 2017 |
| Checked by | PD | Scale | 1:250 |

ST ANDREW'S ROAD SOUTH AND
WOOD STREET CONSERVATION
AREA ENHANCEMENT PROJECT

Phase 2 Plan - Wood Street
(2 of 2)

REG-002/17-SARS02