

## DECISION ITEM

REPORT OF	MEETING	DATE	ITEM NO
DEVELOPMENT SERVICES	PLANNING COMMITTEE	22 JANUARY 2020	6

### WOOD STREET ENHANCEMENT, ST. ANNES REGENERATION PROGRAMME

#### PUBLIC ITEM

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

#### SUMMARY

The Regeneration Programme for St. Annes, most recently set out in the 2020 Vision document, includes an on-going commitment to the upgrading of the physical environment of its town centre streets and public spaces, to be delivered through a series of 'public realm projects'. Following the delivery of the St. Andrews Road South project, it was agreed by Planning Committee that the next phase to be delivered would be the easterly end of Wood Street (car park) and to follow, the important link between The Square and The Pier (St Annes Road West).

The scheme for Wood Street has been the subject of long discussions with many of the frontage owners including several meetings. However, at the present time, not all of the forecourts to the southerly side can be assembled due to on-going issues with probate, as it relates to a key property frontage, including its forecourt. To be fully effective, the scheme for the southerly sides requires all of the frontages to participate in its implementation. However, as this section of Wood Street has not seen any improvements to date (apart from a small section outside Sopers undertaken by the owner albeit to a suggested design of the Regeneration Team), it was felt important to upgrade one side of the street as a first phase with the other part being re-considered at a later date.

The detailed design for the scheme and its funding is set out in the report and accompanying appendices and if approved, it is hoped that work can commence in late February, subject to normal lead in times.

The funding for the scheme is in place within the approved Capital Programme for 2019/20, which for the most part was derived from S106 payments in connection with the grant of planning permissions on development sites.

#### RECOMMENDATIONS

1. The Committee is recommended to approve the detailed scheme as shown in the attached drawing at Appendix 1 at a cost of £215,620 plus various remedial works totalling £225,000, to be funded as part of the St. Annes Regeneration Scheme, which is within the approved Capital Programme for 2019/20. This will be funded as part of the St Annes Regeneration Scheme which is included within the approved Capital Programme for 2019/20 in the total sum of £315,000;
2. The Committee agree and authorise the use of the existing partnership between the Council and Lancashire County Council in the procurement and implementation of the scheme;
3. Officers be authorised to make minor amendments to the Wood Street scheme as a result of consultation on the basis that this does not materially affect the scheme as presented.

## SUMMARY OF PREVIOUS DECISIONS

At its meeting on 26<sup>th</sup> July 2018, The Planning Committee resolved (Resolution 2) :

*To authorise the commencement of the design for the next phase of the Regeneration Programme namely Wood Street (Park Road to St Andrews Road South and Back St Annes Road West) including the appropriate level of public engagement and present, in due course, a scheme(s) in detail with its full costs of implementation.*

On the 14<sup>th</sup> March 2018 Planning Committee resolved:

*That the Finance and Democracy Committee be requested to agree to a fully funded budget increase of £190,000 to the approved Capital Programme, 2018/19 for the St. Annes Regeneration Programme, fully funded from Section 106 contributions now held by The Council.*

## CORPORATE PRIORITIES

Spending your money in the most efficient way to achieve excellent services ( <b>Value for Money</b> )	√
Delivering the services that customers expect of an excellent council ( <b>Clean and Green</b> )	√
Working with all partners ( <b>Vibrant Economy</b> )	√
To make sure Fylde continues to be one of the most desirable places to live ( <b>A Great Place to Live</b> )	√
Promoting Fylde as a great destination to visit ( <b>A Great Place to Visit</b> )	√

## REPORT

### Background

1. The regeneration of St Annes has largely been based around a programme of physical interventions in respect of public realm enhancements and building refurbishment. A significant proportion of funding has been secured through capital grants and more recently developer contributions by way of Section 106 Agreements. This was justified by way of the approved Regeneration Framework and the 2020 Vision Document, which sought to relate residential and other relevant approvals to the enhancement of the Town Centre to promote its economic sustainability. This model has also been used in Lytham, Kirkham and other smaller centres.
2. In respect of St. Annes, the town has effectively been divided into a series of zones, as set out in the 2020 Vision Document, each one being the subject of an individual scheme for improvement. As matters stand, large areas of the centre have been regenerated, but some remain to be refurbished in line with the standard of public realm schemes so far completed. Committee agreed, in April of 2016, that the next logical area for regeneration should be centred on The Crescent and St Andrews Road South. This scheme is complete and it was also agreed at Committee that the next area for consideration should be Wood Street.
3. For some time, discussions have been held with property owners, as is common with these schemes, to draw in the enhancement of forecourts. In the case of the southerly side of Wood Street, the forecourts are very wide and used extensively for car parking and servicing. There are small areas of ancillary landscaping. However, the area requires extensive refurbishment to enhance its overall appearance. It can be reported that a number of the frontage owners are supportive of the draft scheme. However, one owner of a key frontage is not able to commit at this time. In the circumstances, and with a need to press ahead, the logical conclusion is one of enhancing the northerly side with a view to reviewing the southerly side in due course. All of the site proposed within this phase is Council owned apart from the outer footway, which is part of the public highway and maintained by Lancashire County Council.

### Funding

4. A Section 106 Agreement was signed with the developer of the 'Heyhouses' mixed use scheme totalling £350,000. Since that time, the St Andrews Road South scheme has been funded. In addition, the Council have

made a capital contribution to regeneration schemes with this particular 'pot' now totalling £305,000 as shown in the current Capital Programme.

5. The quantified cost of the scheme equates to £215,620 (Appendix 2). This does include set up costs, contingencies and some preliminary costings. It may well be the case that the outturn cost will be less, which would result in a saving. In addition to the financial figure quoted in the Bill of Quantities, a sum is included for a small number of repair costs to Wood Street, including repaving and bollard restoration, since this part of the street was completed many years ago. This would bring the total project cost to approx. £225,000.
6. The scheme also includes the refurbishment of the car park and within the broader capital programme, a sum of £20,000 was allocated to car park enhancements targeted at Wood Street, since the car park is in need of repair, maintenance and improvement (Under the remit of the Operational Management Committee). It makes obvious sense to undertake all of the operational improvements as part of the re-design of this part of Wood Street, ensuring a consistency of design and an overall coordinated, pristine appearance when completed. This contribution of £20,000 was agreed by the Operational Management Committee on the 17<sup>th</sup> January 2020. Adding this 'contribution' to the cost of the scheme results in a net cost of £205,000 to be funded from the specific St. Annes Regeneration scheme that is within the approved Capital Programme in 2019/20. This in turn means that the residual amount of funding within the Capital Programme that remains can be directed at further projects, most likely the Pier Link, to add to and enlarge the present £110,000 funding allocation within the Capital Programme, by extending the scheme beneficially in view of its high profile location.

### **Scheme Details**

7. In essence, the scheme proposes the refurbishment and full enhancement of the northerly side of Wood Street (east end). This car park was created in the mid 1980's and is looking rather dated, with the original planters and street furniture not to the standard that is now to be expected. This section of Wood Street contains a number of specialist retail and commercial uses and so the upgrade will be of benefit to creating an enhanced quality of place. The scheme includes the following features:
  - New paving to the commercial frontage from St. Andrews Road South to Park Road. This will enhance the setting and appearance of the buildings.
  - New paving to the footway to the outer edge of the car park adjoining the carriageway which will likewise enhance the car park and overall appearance of the street.
  - Relaying of part of the paving to ensure its longevity and that it aligns better, aiding manoeuvring
  - Use of York stone paving at either end of this scheme to integrate it appropriately into those phases undertaken previously. Materials will be of the St. Annes 'palette'.
  - The removal of 4 mature trees (grouped together) in view of pavement damage hazards at the easterly end. These will be replaced by 5 semi mature specimens spaced along the whole frontage in artistically designed paving with speciality root system barriers included to ensure longevity, structural stability and minimising long term pavement damage.
  - York stone paving sections along the outer pavement frontage to visually subdivide the length of the block paving surfacing.
  - Up lighting of the trees.
  - Decorative artistic plaques to the footway adjoining the commercial frontage.
  - Enhanced shrub planting to add character to the street and soften the visual impact of parked cars.
  - Using the opportunity to undertake small scale refurbishments to Wood Street (central section), which was one of the first regeneration schemes to be completed.

The scheme concept and detailed design have been developed by the Regeneration Team and included liaison with fellow officers regarding the operational requirements of the car park and in respect of landscape maintenance.

## **Outcome**

8. Being somewhat of a peripheral area, Wood Street has seen the emergence of a number of new business ventures but unfortunately, a number of failures. However, there are a number of established, specialist companies offering niche products and the locality has the potential to become a specialist destination within the overall town centre offer. The scheme will add to its long-term sustainability.

## **Value for Money and Procurement**

9. In so far as procurement is concerned, it is proposed to procure the work through the commissioning framework at Lancashire County Council ensuring good value for money within the budget available. Issues relating to the cost effectiveness of this procurement path have previously been considered by The Council in the context of other public realm schemes including St. Annes, Ansdell and Kirkham. It is proposed to maintain this method of working for this scheme. This arrangement provides The Council with assurances in respect of achieving best value in the procuring of materials, equipment for construction and offers a specialist experienced workforce, both professional aspects and within the crafts, to ensure a high quality, cost effective outcome. As the County Council is not for profit organisation, this results in savings within the scheme cost. The process has also allowed for a flexible, working relationship and a saving in revenue costs e.g. the preparation of Bill of Quantities that would otherwise have to be externally procured and funded from the scheme.

This partnership approach with Lancashire County Council has thus far proven to be excellent value for money and enabled the delivery of projects that may not have been possible without this method of implementing such schemes. The process of working enables accurate costings for such schemes and guarantees about timing and financial monitoring during construction.

## **Method and costs of financing the scheme**

10. It is proposed that the scheme be fully financed from the approved Capital Programme for 2019/20.

## **Future revenue budget impact**

11. This will be limited since much of the scheme will be, by and large, paving works which has an extremely long, largely maintenance free lifespan. In respect of tree planting, the species to be planted are specially chosen to take account of the location, including climatic issues and future maintenance. It may be the case that limited tree replacement may be required over time, but this is funded by way of existing revenue budgets. The landscaping maintenance will be maintained in house and in the context of St. Annes (bearing in mind there is some existing planting) the costs will be minimal. The tree species will have root systems that maximise their chances of proper establishment and also future proof future surface paving damage by guiding root growth. This should minimise any future maintenance to surfaces and potential tree replacement. Overall, in respect of future revenue liabilities, the scheme should prove to be 'revenue neutral'.

## **Risk Assessment**

12. The only potentially high level risk is in respect of budget overrun in respect of the final scheme cost. Prior to the commencement of development the fully costed scheme, based on the precise specifications are reassessed with any variations agreed. The scheme is cost limited as agreed with Lancashire County Council and contingencies are included to take account of any unforeseen issues that may arise during the construction phase of the works. As with previous schemes of this nature, they have been delivered on budget. If Committee approve the scheme, the frontage occupiers will be notified. Great care is taken to minimise disruption taking account of trading patterns. However, the long term benefits of the scheme should significantly outweigh any short term disruption. It is planned to undertake the works from February to April thereby avoiding the main holiday seasons. The scheme construction timetable assumes a 3 month timeframe dependant, of course, on factors such as the weather.

## Viable Alternatives

13. The Section 106 Agreement specifies that the funding is directly allocated to the St Annes Regeneration Programme. It could be used within other parts of the town centre. However, previous resolutions of Planning Committee have indicated that the next logical phase of public realm enhancement should be Wood Street and with the Pier Link to follow. As a consequence, this report deals with the potential implementation of the former resolution relating to Wood Street. It is anticipated that a report regarding the Pier Link will follow in March.

## Future Phases of Regeneration

14. It is proposed that the residual funding sum that will remain within the overall Capital Programme and relating specifically to St. Annes be retained and utilised to part fund the next phase to follow. This is the Pier Link – the highway between The Square and Promenade/Pier. A sum of £110,000 is contained within the present Capital Programme and it is suggested that the residual funding available from the Wood Street scheme (pending a later resolution of the ownership of forecourts on Wood Street) be used to extend the Pier Link initiative, which is a high profile area. This scheme will be presented for consideration by Committee when fully detailed and costed.
15. A review of the 2020 Vision is underway which will, as part of a revised Strategy framework, outline those parts of the town centre that are yet to be refurbished with approximate costings. The public realm/building refurbishment over the last 20 years has been a huge undertaking amounting to present day values of £8-10 million. Zones for completion include : Back St Annes Road West, with the potential to create a 'mews style business/retail area'; The Crescent, building in the idea of a floral 'gateway' with enhancements to the buildings and the Gardens; St Georges Road, semi-pedestrianisation, potentially including the re- purposing and development of the multi-storey car park site and the creation of a pedestrian enhanced 'loop' – enhancing the Market, the JR Taylor site, better pedestrian connectivity with Ashton Gardens, Sainsbury's and the Station; Clifton Drive Gateway; St Georges Road and a number of smaller areas. These concepts would form part of a revised strategy for St. Annes Town Centre.

## Conclusion

16. The proposals before Committee seek to extend the regeneration programme by undertaking the next phase as previously identified. The costs of the scheme will be fully met from the Councils approved Capital Programme for 2019/20, relating to St Annes Town Centre, which is in turn is funded by way of commuted payments under Section 106 and Council contributions. The scheme has been designed to enhance the appearance of the street through practical interventions, taking account of the nature and trading environment of the particular street.

It is recommended that this Council works in partnership with Lancashire County Council, as on previous schemes of this nature. It is envisaged that the works will commence in late February with completion well ahead of the summer season.

IMPLICATIONS	
Finance	The scheme forms part of the St Annes Regeneration Scheme in the total sum of £315,000, which is part of the approved Capital Programme for 2019/20.
Legal	The procurement path appears to be compliant with the council's contract procedure rules, in that rule 1.2(v) says that the rules do not apply where "the contract has been dealt with by another public

	authority under a procedure that complies with that authority's contracts procedure rules for contracts of that kind and the relevant director holds written confirmation of such compliance". It is assumed that the Director of Development Services will obtain the necessary confirmation before the works start.
Community Safety	The layout of the car park has improved
Human Rights and Equalities	The scheme relates directly to enhancements to the public realm would, therefore, benefit and support equality within the community and has been designed having regard to the access needs of the community
Sustainability and Environmental Impact	Proposed scheme aimed at enhancing town/district centre economic sustainability
Health & Safety and Risk Management	Matters dealt with by Lancashire County Council during the construction phase

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BACKGROUND PAPERS		
Name of document	Date	Where available for inspection
LSA 2020 Vision	2010	Town Hall and web site <a href="http://www.fylde.gov.uk">www.fylde.gov.uk</a>
Planning Committees referred to in the report.	14 <sup>th</sup> March 2018 26 <sup>th</sup> July 2018	

Attached documents

Appendix 1 : Principal Scheme : Design details

Appendix 2 : Bill of Quantities setting out the breakdown costs of the scheme