

# DECISION ITEM



REPORT OF	MEETING	DATE	ITEM NO
DEVELOPMENT SERVICES	DEVELOPMENT MANAGEMENT COMMITTEE	18 NOVEMBER 2015	5

## WOODLANDS ROAD PUBLIC REALM SCHEME PHASE 3

### PUBLIC ITEM

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

#### SUMMARY

The regeneration of the town, district and village centres of the Borough has been a priority for a number of years and is a key component of the Council's Economic Development Strategy. Public realm improvements in Ansdell have been an ongoing project and the two previous phases of works have had a significant, beneficial impact on improving the environment within the defined district centre.

Woodlands Road is a defined scheme within the Council's Regeneration Framework.

In the Council's capital programme for 2015/16, a sum of £85,000 has been allocated towards the implementation of a further phase of the public realm improvement programme. This is identified as the section of Woodlands Road between the railway bridge and Kingsway, which is on the Fairhaven side but, in common with previous phases, is a wholly commercial frontage.

The scheme continues the previous approach to street design including re-paving, tree planting, new street lighting and the installation of decorative bollards.

In addition to the £85,000 funding from this Council, Lancashire County Council will make a contribution to the additional street lighting element, amounting to around £4,000. The funding contribution would be handled by the County Council and does not increase the scheme cost to Fylde Council.

#### RECOMMENDATIONS

1. That Committee authorise expenditure in the sum of £85,000 for the purposes of implementing Phase 3 of the Woodlands Road Regeneration Scheme this to be met in full from the scheme for this purpose within the approved Capital Programme for 2015/16;
2. That Committee approve the proposed design for the identified scheme;
3. That Committee authorise officers to undertake detailed amendments to the scheme as it progresses through to construction. However, if material alterations are subsequently required or proposed the scheme will be referred to Committee for further consideration.

<b>CORPORATE PRIORITIES</b> (delete ✓ which are not relevant)			
To Promote the Enhancement of The Natural & Built Environment ( <b>Place</b> )	✓	To Encourage Cohesive Communities ( <b>People</b> )	✓
To Promote a Thriving Economy ( <b>Prosperity</b> )	✓	To Meet Expectations of our Customers ( <b>Performance</b> )	

### **SUMMARY OF PREVIOUS DECISIONS**

Report to the Council's former Cabinet entitled 'Town Centre Regeneration' dated 14<sup>th</sup> January 2015.

## **REPORT**

### **Background**

1. The approved Capital Programme for 2012/13 included a sum of £200,000 to support the regeneration of Woodlands Road, Ansdell. This was supplemented by contributions from Lancashire County Council (LCC), the remnants of the 'Blue Bus Monies' and a small amount from the former Local Strategic Partnership. The sum of £268,000 was subsequently used for the significant refurbishment of the public realm, centred on the Woodlands Road and Commons side junction. Subsequently, a further £70,000 was negotiated under the terms of a Section 106 Agreement for a second phase, in connection with the Heyhouses scheme incorporating the Booths supermarket, bringing the total scheme cost to c. £342,000 (including a further contribution negotiated with LCC in connection with the provision of new street lighting fittings).
2. The completed first two phases have been welcomed by local traders and the broader community, as the scheme has significantly uplifted the quality of the local environment. The refurbishment for Woodlands Road has included new paving and kerbing, the re-establishment of boundary walling, decorative street lighting to include hanging basket fittings, street furniture including a bespoke bollard design and community notice board. New street tree planting is a notable feature. In common with other regeneration schemes, the private forecourt areas of some of the commercial frontages were incorporated, through agreement with building owners. Whilst in private ownership, the forecourts effectively appear as part for the street as they are contiguous with the adopted footway with no discernible barriers or enclosure to create a sense of separation. This approach has obvious advantages from a visual perspective.
3. The commercial frontage of Woodlands Road is extensive and, in addition to the significant area inland of the railway/station bridge that has benefitted from the earlier phases, there is a terrace of properties on the seaward side (actually within Fairhaven, between the bridge and Kingsway) the forecourts and footway areas of which remain unimproved.
4. The approved Capital Programme for 2015/16 includes a scheme in the sum of £85,000 for the extension of the Woodlands Road scheme to improve the frontage areas of the aforementioned terrace.

### **Scheme Details**

5. The proposed scheme design follows on from earlier phases as described in the foregoing paragraph 2. The forecourts are included to the ten properties and to date eight owners have given their support. The two remaining property owners have proved difficult to track down but it is hoped that they will be soon be contacted directly following extensive research to establish who they are. Many of the owners – and tenants – are keen on the proposals to plant trees having seen the effectiveness of them being introduced within the earlier phases. As with all schemes of

this nature, as it progresses, there may be the need to make minor revisions taking account of unforeseen circumstances which has, in the past, included the presence of basements or services that do not accord with presumed locations. For this reason, Committee is asked to allow officers to make minor working amendments to the scheme as appropriate on the basis that such changes do not materially affect the scope, content and objectives of the scheme as presented.

6. The scheme has been quantified through the partnership arrangement established through the development of earlier schemes, with Lancashire County Council. This system ensures competitive rates for the procuring of materials and labour costs. The scheme has been tailored to fall within the available budget, albeit slightly under, although there could be small variations when the final scheme cost is calculated shortly before commencement.
7. The property owners will be asked to enter into a legal agreement with the Council to allow for construction to take place but also to ensure that the quality materials that are to be used will not be compromised in the future were any excavation to take place within forecourts for the purposes of service repairs or renewals. This is standard practice with schemes of this nature.
8. Lancashire County Council has indicated that subject to all the preliminary matters being resolved, it is hoped that work can commence soon into the new calendar year and, subject to the prevailing weather conditions at the time, the work will take between four and six weeks to complete.
9. Subject to Committee approval, detailed discussions will take place with property owners and the procurement route undertaken including ordering the new street lighting columns, materials and the scheme being programmed into the work schedules of Lancashire County Council.

#### **Value of Money and Procurement**

10. For some time the Borough Council has had a working arrangement with LCC that has acted as the main contractor for regeneration schemes, working hand in hand with the Regeneration Team in their implementation. Many of the works take place within the adopted highway. In a number of cases, the County Council has made a financial contribution. As the details and specifications of the scheme emerges, taking into account issues such as ground conditions and constructional matters, the calculation of the cost of a particular scheme can be refined giving increased accuracy. This process therefore minimises financial risk, in addition to saving time and expense including the involvement of extremal quantity surveyors. In addition, as the County Council is the main contractor and works closely with the Council, this gives an assurance that ongoing costs can be very closely monitored and if needs be, design details and specifications can be adjusted as construction progresses. The County Council has its own costs and procurement regulations to ensure best value, which is effectively passed on to this Council. It is proposed, therefore, that as previously agreed, this method of procurement and implementation continues in respect of this phase of works.

#### **Financing the Scheme**

11. The project is fully funded from the approved Capital Programme scheme for this purpose in 2015/16 and has been designed so as to match the total budget available. A separate contribution amounting to some £4,000 will, in effect, be made by the County Council in respect of street light installation and connections. This financial element of the scheme will be dealt with directly by LCC.

#### **Future Revenue Budget Impact**

12. Future revenue budget impacts will be limited since much of the scheme will be, by and large, paving work which has an extremely long, largely maintenance free lifespan. In the case of works to forecourts, agreement is reached with property owners regarding their responsibility for future maintenance, such as may be required. Lighting and highway trees will become the responsibility

of the County Council. Taken as a whole, there will be no future maintenance liability associated with the scheme to the borough council.

### Risks Associated with the Scheme

13. The Bill of Quantities illustrates that the scheme cost falls within the available budget. The scheme is monitored throughout construction and reporting mechanisms in place to ensure that costs are carefully controlled. To date, all of the regeneration schemes have been delivered within budget. All potential issues that could result in a budget overrun are carefully assessed before the commencement of works and minimised as far as is possible. All legal issues appertaining to land ownership and traffic management issues that are relevant are resolved prior to commencement. The financial and other risks associated with this capital scheme are therefore minimised as far as is possible.

### Alternatives

14. This capital scheme is specifically targeted at Woodlands Road as an identified extension to previous phases of work. The design seeks to maintain the same specification of the previous phases in respect of quality, design and construction principles. The cost ratios associated with the scheme are based on the previous scheme and the quality of craftsmanship is expected to be high, judging by the outcome of previous phases.

### Conclusion

15. This report details the proposed implementation of Phase 3 of the Woodlands Road regeneration scheme, in accordance with the scheme for this purpose that is included within the approved Capital Programme for 2015/16. The procurement and implementation path follows on from earlier phases. The completed scheme will achieve a significant enhancement of this particular section of the road which has a commercial character. The scheme has the widespread support of the local business community and the property owners have indicated their support. Following on from Committee approval, the details of the scheme will be brought forward for implementation, projected to be in the new calendar year with a construction time estimated to be no more than six weeks.

IMPLICATIONS	
Finance	This reports request approval for expenditure in the sum of £85,000 for the purposes of implementing Phase 3 of the Woodlands Road Regeneration Scheme, this to be met in full from the scheme for this purpose within the approved Capital Programme for 2015/16.
Legal	Legal agreements required with property owners to allow for scheme construction and future maintenance.
Community Safety	None directly applicable
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 in the context of the delivery of the scheme.

<b>LEAD AUTHOR</b>	<b>TEL</b>	<b>DATE</b>	<b>DOC ID</b>
Paul Drinnan	01253 658434	28 <sup>th</sup> October	

<b>LIST OF BACKGROUND PAPERS</b>		
Regeneration Framework	2010	Town Hall, St Anne's or <a href="http://www.fylde.gov.uk">www.fylde.gov.uk</a>
Report to Cabinet, Woodlands Road Public Realm scheme	16 <sup>th</sup> January 2013	Town Hall, St Anne's