

## DECISION ITEM

REPORT OF	MEETING	DATE	ITEM NO
DEVELOPMENT SERVICES DIRECTORATE	PLANNING COMMITTEE	13 JUNE 2018	5
<b>WOODLANDS ROAD, ANSDELL : PHASE 4</b>			

### PUBLIC ITEM

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

### SUMMARY

Woodlands Road is one of the Borough's District Centre's fronted for the most part by commercial frontage lying between Clifton Drive and Blackpool Road. It contains a significant number of commercial premises as well as residential uses, The Institute, Library and Railway Station. It serves the local residential residential hinterland as well as farther afield.

Woodlands Road acts as a 'high street' and had been the subject of a number of phases of environmental improvements to enhance the extensive public realm by way of re-paving, new lighting, the reinstatement of architectural features, street furniture and tree planting.

Within the approved Capital Programme for 2018/19 a sum of £110,000 is allocated for a further phase of regenerations works in Ansdell / Fairhaven. To date much of the commercial frontage has been improved and the priority of the next phase has likewise been identified as that section between Windsor Road and Clifton Drive.

The enhancement of these areas has been costed at £100,000 with an amount of £10,000 being allocated to installing the remaining three decorative lighting columns at the Blackpool Road end adjoining the Blossoms PH.

The works are programmed in for commencement over the Summer and at this time the precise costings are being put together but are expected to approach the sum allocated. The priorities for implementation are also shown on the Plan at Appendix 1.

The plan at Appendix 1 shows the areas proposed for improvement and at the present time discussion are on-going with the frontage owners as private forecourts are to be included – Zone 1. The local business community strongly supports the scheme.

### RECOMMENDATIONS

1. The Committee is recommended to approve the scheme for public realm refurbishment as shown in the attached plan at Appendix 1 by way of the drawing down of the approved funding allocation up to the maximum sum of £110,000, as included within the approved Capital Programme 2018/19 for regeneration works in Ansdell / Fairhaven. The scheme be delivered by way of priorities as identified within the Plan at Appendix 1.
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 Woodlands Road scheme as a result of further consultation and on the basis of design constraints or opportunities that may be encountered on site, during the process of implementation which do not materially affect the scheme as presented.

## SUMMARY OF PREVIOUS DECISIONS

Cabinet Resolution 15<sup>th</sup> January 2013

Development Management November 2015

Development Management Committee, Meeting 27<sup>th</sup> April 2016.

## 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 completed 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.
2. 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 work, the last phase concentrated on the terrace of properties on the seaward side (actually within Fairhaven, between the bridge and Kingsway).
3. The next phase for improvement was identified for improvement relates to that area between Ansdell Institute, opposite the commercial frontage, and the opposite side between the Bridge and Clifton Drive. The funding available will not enable the while of the completed areas to be completed so, the priority areas identified are those shown on the plan at Appendix 1.
4. The street lighting enhancement scheme will be fully completed by the installation of the last three columns at the Blackpool Road end.

### Funding

5. The sum of £110,000 is fully funded through the Council's Capital Programme 2018/19.

### Scheme Details

6. The scheme as proposed follows on from the earlier successful phases. The plan at Appendix 1 identifies four areas which have been determined by Ward Members, in consultation with the business community and officers. As the budget is fixed and at that time – as with these schemes in general – there are unknown factors that can arise during construction, one issue being projecting basements. Assuming there are no undue complications it is hoped that all of the four areas can be completed. However, if this does not prove to be the case then a priority scoring has been given to the overall plan. These are shown on the plan at Appendix 1, the zones marked in priority order for implementation. Since the time of preparing the report, further additional research is being undertaken and at Committee it is hoped that the matter can be given further clarification.

7. In essence it is proposed to repave the footways, introduce trees within Zone 1, bearing in mind that there are parking 'rights' on the forecourt. The forecourts are in private ownership and so, in common with other sections of the overall scheme, agreement will be reached with the owners by way of formal agreements.
8. The repaving of footways should be a relatively straightforward matter, with the historic stone kerbs retained wherever possible.
9. The street lighting columns at the Blackpool Road end, will total three units and follow on in type and style from earlier phases. This will result in the whole of Woodlands Road being completed which has had a significant impact on redefining the character of area.

### **Outcome**

10. The implementation of this latest phase of the refurbishment of Woodlands Road will compliment earlier phases, further enhancing the character of this part of the street and improving and completing the whole of the commercial frontage. The particular block of properties in retail use is important to the overall offer of the district centre. The remaining areas along Woodlands Road have a largely residential frontage with the surfacing of the footway between Kingsway and Clifton Drive in tarmac. These areas are arguably less essential for improvement as they have frontage gardens and palisade walls such that the footway areas are less prominent and therefore significant, as they do not include forecourt areas. The completion of the Zones identified will compliment earlier phases. The remaining 'unimproved areas' could be considered for enhancement in the future.

### **Value for Money and Procurement**

11. 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 external 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.

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

12. It is proposed that the scheme be fully financed from the approved Capital Programme for 2018/19 which relates specifically to the Woodlands Road Regeneration Programme.

### **Future revenue budget impact**

13. 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 the case of works to forecourts (which are few in number) agreement is reached with property owners regarding their responsibility for future maintenance, such as may be required. Lighting will become the responsibility of the County Council. 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.

### **Risk Assessment**

14. There are a number of private forecourts that form part of the scheme and it is important, in respect of the overall potential positive impact, that they are included. To date, all of the property owners have agreed to participate in the scheme and legal agreements will be signed by the parties to ensure high quality future maintenance. The only other relevant 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. The scope of works will be managed closely to ensure that there is no budget overrun, whilst achieving maximum value for money.

### Viable Alternatives

15. The funding amounting to £110,000 is to be directed specifically at this scheme. The areas for improvement are considered logical and are supported by the Ward Councillors of both Ansdell and Fairhaven wards as the scheme that has been developed previously and presently include both. The scheme as proposed also has the support of the local business community and volunteer groups notably Ansdell in Bloom. The funding could be deployed elsewhere along Woodlands Road but such alternatives are not considered as a priority.

### Conclusion

16. The proposals before Committee seek to extend the regeneration programme for Woodlands Road by undertaking the next phase of works as identified. The costs of the scheme will be fully met from the Councils approved Capital Programme for 2018/19, and has been costed to enable its full completion, depending on construction issues once the works are commenced. The scheme has been designed to enhance the appearance of the street through practical interventions and will compliment earlier phases of work.
17. 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 September with completion well ahead of the festive season.

IMPLICATIONS	
Finance	The approved Capital Programme for 2018/19 contains provision for further phases of regeneration in Ansdell / Fairhaven in the sum of £110,000.
Legal	The scheme construction costs for implementation are based on the established relationship between the Council and Lancashire County Council to ensure best value.
Community Safety	The scheme would assist with safety in view of improved lighting utility, access and pedestrian safety overall.
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
Lytham St Annes 2020 Vision Document Reports to Planning Committee as outlined in the relevant preceding section of this report.	2010	Town Hall, St Annes <a href="http://www.fylde.gov.uk">www.fylde.gov.uk</a>
	Various	Town Hall, St Annes

Attached documents

Appendix 1 Plan of the Phases of Public Realm enhancement

Appendix 2 Description of the works.