

Report to:	EXECUTIVE
Relevant Officer:	Alan Cavill, Director of Communications and Regeneration
Relevant Cabinet Member:	Councillor Mark Smith, Cabinet Member for Levelling Up-Place
Date of Meeting:	20 May 2024

HARROW PLACE IMPROVED PARKING ARRANGEMENT SCHEME

1.0 Purpose of the report:

1.1 To consider a proposal for the Council to prudentially borrow funds to enable them to provide an on street parking scheme on Harrow Place and New South Promenade.

2.0 Recommendations:

2.1 To agree in principle to use the Council's Prudential Borrowing Powers to secure monies (up to £442,000) and to use those monies to fund a contribution of the upfront costs of constructing an on-street car parking scheme within the highway at Harrow Place and New South Promenade.

2.2 To delegate the Chief Executive to approve the borrowing via an Officer Non-Key Decision once the required steps outlined in the report have taken place.

3.0 Reasons for recommendations:

3.1 In order to ensure that parking provision is available to meet the needs of new development in the immediate vicinity in order to:

- avoid unacceptable increased impact on existing on-street parking provision
- safeguard highway safety
- safeguard general public amenity and ensure resident amenity
- support quality new development that would deliver wider regeneration benefits

3.2 Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

3.3 Is the recommendation in accordance with the Council's approved budget? Yes

4.0 Other alternative options to be considered:

- 4.1 No alternative options are considered to be available.
- 4.2 To do nothing is not considered to be a viable option as one of the new developments in the immediate vicinity, Coastal Point, is now significantly occupied and car parking is becoming a highway safety issue in the area.

5.0 Council priority:

- 5.1 The Council Plan sets out two priorities. The first is 'the economy: maximising growth and opportunities across Blackpool', and the second is 'communities: creating stronger communities and increasing resilience'.
- 5.2 It is considered that this proposal would accord with both priorities by facilitating regenerative development in a prominent location and ensuring that residential accommodation is appropriately served by parking provision to general public benefit.

6.0 Background information

- 6.1 Planning permission was granted under application ref. 16/0421 for the development of 66 flats at nos. 647-651 New South Promenade and 2-4 Harrow Place. A further 19 flats were approved at nos. 653-655 New South Promenade under application refs. 14/0448, 14/0763, 16/0204, 16/0560 and 18/0501. Together the two developments providing 87 flats in total are known as Coastal Point.
- 6.2 Planning permission ref. 16/0421 was subject to a legal agreement under S106 of the Town and Country Planning Act. This S106 agreement sought to secure the provision of a parking scheme within the highway on Harrow Place to serve the Coastal Point development.
- 6.3 In April, the Council's Planning Committee resolved to support an application under ref. 23/0426 to vary this original permission. The Committee also resolved to support an application to create two additional flats under ref. 23/0440. The Committee delegated approval of the applications to the Head of Development Management subject to the completion of a legal agreement to replace that entered into as part of application ref. 16/0421.
- 6.4 In 2023, planning permission was been granted under application ref. 21/0386 for the development of nos. 6-8 Harrow Place into 15 flats.

- 6.5 Together these permissions, at Coastal Point and 6-8 Harrow Place could result in the provision of 102 new flats. Development of the Coastal Point scheme is well under way and a significant number of flats are already occupied. These developments generate a requirement for car parking provision that cannot be satisfied within the confines of the application site. It is considered the proposals at Coastal Point and nos. 6-8 Harrow Place offer significant regeneration benefits and may encourage further investment for the town. In order to ensure that resident parking does not result in undue pressure on existing on-street parking provision, it is proposed that parking to meet the needs of the developments is created within the highway.
- 6.6 Council officers have designed a parking scheme that would provide enough parking spaces to meet the needs of both developments. In order to deliver this parking, both developers would need to enter into new Section 106 legal agreements. These agreements would require the developers to each offer an area of their land for dedication to become highway land as part of the highway works scheme. The agreements would also require both developers to make a capital contribution towards the costs of the works, and to then commit to the purchase of parking permits for a period of 5 years once the scheme has been implemented.
- 6.7 If the scheme proceeds, it will be necessary for the Council to cover the initial cost of the works. It is envisaged that this outlay would then be recouped as follows:
- The developer of the Coastal Point scheme would commit to paying half of their capital contribution upon commencement of the works, and half upon completion of the works;
 - The developer of the Coastal Point scheme would commit to purchasing any parking spaces allocated to that development that are not purchased by residents for a period of 5 years;
 - Thereafter the parking spaces allocated to that development would either remain available for resident permit parking, or be made available for general pay and display use, or a mixture of the two depending upon levels of demand
 - The developer of the scheme at nos. 6-8 Harrow Place (permission ref. 21/0386) would pay their capital contribution as and when that planning permission is implemented;
 - Until planning permission ref. 21/0386 is been implemented, and in the event that it is not, the parking spaces created for that scheme would be used for general pay and display parking
 - If implemented, the developer of the 21/0386 scheme would commit to purchasing any parking spaces allocated to that development that are not purchased by residents for a period of 5 years;
 - Thereafter the parking spaces allocated to that development would either remain available for resident permit parking, or be made available for general pay and display use, or a mixture of the two depending upon levels of demand

6.8 Officers are confident that mechanisms will be available and implementable to enable the Council to recoup and repay its prudential borrowing.

7.0 List of appendices:

7.1 Appendix 3a – financial breakdown

7.2 Appendix 3a is not for publication by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972. It is considered on balance that the public interest would not be served by publishing the information at this stage.

8.0 Financial considerations:

8.1 The Council's contribution for the highway improvement works including the service diversions is £404,643.51 exc VAT if funding is received from both developers. However, as development at 6-8 Harrow Place is yet to commence, and as it cannot be guaranteed that permission ref. 21/0386 will be implemented, the total Council contribution could potentially rise to £441,528.76 in total. This would be a one off upfront payment.

8.2 It would be necessary to charge £400 per year for each resident parking pass. This could increase if costs of administration of maintenance are more than expected.

8.3 If the spaces are not utilised by residents they could be changed as pay and display. The 76 spaces, if entirely utilised by residents, would return £30,400 per year and payback of the prudential borrowing would be over 25 years.

8.4 If the spaces were used for pay and display they would be comparable to other spaces in the vicinity which provide a return of around £1,500 per year. Even if a lesser rate of return were secured, officers are confident that it would exceed the £400 resident parking pass charge. As such, use of the spaces on a pay-and-display basis would enable support faster repayment of the prudential borrowing and therefore would not present a financial risk.

9.0 Legal considerations:

9.1 The delivery of the parking scheme will be dependent upon both developers entering into their respective legal agreements under s106 of the Town and Country Planning Act which will include land dedication to the Council.

9.2 It will also be subject to the Council putting in place necessary Traffic Regulation Orders to make Harrow Place one-way and to use part of the highway for parking. Such orders will be subject to public consultation.

10.0 Risk management considerations:

10.1 Three key risks are identified as detailed below.

10.2 One or both developers fail to enter their Section 106 legal agreement(s). This would mean that no capital contribution(s) would be forthcoming, there would be no commitment to purchase resident parking permits, and the land required to be dedicated would not be available to the Council. Under this scenario, the Council would still be able to create on-street parking to the northern side of Harrow Place which could be used for general pay-and-display purposes. As the Coastal Point scheme is well advanced, officers are confident that the Section 106 agreement for this development will be completed. If the Section 106 agreement for the development 21/0386 is not completed for whatever reason, this would only prevent four of the spaces in the Council scheme from being delivered. This would limit the degree of risk.

10.3 The Council is unsuccessful (following public consultation) in securing a Traffic Regulation Order to make Harrow Place one-way and to place a restriction on the highway for on street permit/pay and display parking.

10.4 There is limited demand for resident parking permits once the parking has been delivered. This risk would only exist once the developer commitment to purchase parking permits ends. It is officer intention to review the level of demand for parking permits after this initial five year period and, if necessary, review any restrictions contained within Traffic Regulation Orders meaning that potentially spaces could be used for general pay-and-display parking in the event that demand for resident parking permits is lower than expected.

11.0 Equalities considerations and the impact of this decision for our children and young people:

11.1 It is not considered that this will have any equality implications.

12.0 Sustainability, climate change and environmental considerations:

12.1 The parking permit system would be managed using an online vehicle registration system to reduce energy usage.

13.0 Internal/external consultation undertaken:

13.1 Planning permission has been granted under application refs. 16/0421 and 21/0386, both of which were subject to statutory public consultation. Planning application refs. 23/0426 and 23/0440 have also been subject to statutory public consultation. Further consultation relating to the highway scheme would have to be undertaken as part of the Traffic Regulation Order procedure to under the Traffic Management Act 2004.

14.0 Background papers:

14.1 None.

15.0 Key decision information:

15.1 Is this a key decision? Yes

15.2 If so, Forward Plan reference number: 4/2024

15.3 If a key decision, is the decision required in less than five days?

15.4 If **yes**, please describe the reason for urgency:

16.0 Call-in information:

16.1 Are there any grounds for urgency, which would cause this decision to be exempt from the call-in process? No

16.2 If **yes**, please give reason:

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17.0 Scrutiny Committee Chairman (where appropriate):

Date informed: 10 May 2024 Date approved:

18.0 Declarations of interest (if applicable):

18.1

19.0 Summary of Discussion:

19.1

20.0 Executive decision:

20.1

21.0 Date of Decision:

21.1

22.0 Reason(s) for decision:

22.1

23.0 Date Decision published:

23.1

24.0 Alternative Options Considered and Rejected:

24.1

25.0 Executive Members in attendance:

25.1

26.0 Call-in:

26.1

27.0 Notes:

27.1