

## **BARNSELY METROPOLITAN BOROUGH COUNCIL**

**This matter is a Key Decision within the Council's definition and has been included in the relevant Forward Plan**

### **Report of the Executive Director Place**

#### **Demolition of 35 Eldon Street Barnsley & Temporary Highway Works**

#### **1. Purpose of Report**

- 1.1 The purpose of this report is to seek Cabinet approval to appoint Henry Boot Contractors to undertake the demolition of 35 Eldon Street and associated temporary highway realignment works and stat diversions to the Midland Street/Eldon Street junction.

#### **2. Recommendations**

- 2.1 **That the Service Director Regeneration and Culture be authorised to appoint Henry Boot Contractors using the existing partnering agreement to undertake the demolition works and associated temporary highways works, including all surveys required for safe demolition of the site and reconfiguration of the highway.**
- 2.2 **That the Service Director for Regeneration and Culture be authorized to appoint successful tenderers for all additional survey work required for demolition; and/ or consider whether the works, services or goods can be provided in-house, in compliance with the Councils Contract Procedures Rules, subject to value for money considerations.**

#### **3. Introduction**

- 3.1 35 Eldon Street is situated at a key gateway to Barnsley town centre at the junction of Eldon Street and Midland Street, opposite the Midland Street entrance to the Transport Interchange
- 3.2 It was acquired by the Council on 31<sup>st</sup> October, with an intention to demolish the property at the earliest opportunity, to improve this town centre gateway. Since the acquisition, statutory service disconnections, asbestos testing, conservation investigations and feasibility work have been undertaken to prepare for demolition.

#### **4. Proposal and Justification**

- 4.1 The property occupies a gateway site at the junction of Eldon Street and Midland Street, immediately southeast of the Regent Street/Church Street/Market Hill Conservation Area. The property was acquired by the Council for demolition on 31<sup>st</sup> October 2019.

- 4.2 Earlier cabinet report Purchase of 35 Eldon Street (Cab.2.10.2019/10) gave permission to appoint a preferred demolition contractor and associated surveys for the site, with a further report to be brought into cabinet on the demolition costs and works to support the town centre servicing strategy.
- 4.3 Following demolition it is proposed to use an element of the cleared site to enhance the servicing requirements of the Glass Works. Specifically, the road will be realigned to allow for two-way traffic to use Midland Street and a left hand turn onto Eldon Street. This will allow delivery vehicles to service the Glass works restaurant block without having to access the new public square.
- 4.4 The preferred option is to place a Task Order under the current Term Partnering Contract in place with Henry Boot Construction due to the sensitivity of the site and complexity of integrating the works around the Glassworks Phase 2 operations, and the past success of HBC in carrying out other demolition works in the Town Centre including the multi storey carpark blow down.
- 4.5 Competition is ensured under the conditions of the Term Partnering Contract, a minimum of 3 prices have been requested to ensure the market is tested with the assurance that HBC have been our partner for the past 4 years delivering quality outcomes on both phases of the Glassworks.
- 4.6 A party wall surveyor has been appointed to assess and prepare a schedule of works for the properties that share a party wall with 35 Eldon Street Barnsley.
- 4.7 The property will be demolished and a temporary hoarding will be erected around the demolition site. A budget for marketing has been included for vinyl marketing material which will be added to the hoarding during the Glass Works construction.
- 4.8. In advance of the proposed redevelopment, a permanent and detailed record of the building/complex is being undertaken. A general and detailed photographic record is to be made of the buildings/complex. A written report will be produced detailing who undertook the recording, when the work was done, where the building/complex is located, what recording was undertaken and why the work was required. A discussion of the construction sequence and use of the building(s) should be included. The report will also include an analysis of the results that will allow an understanding of the building(s) historical and architectural significance to be established.
- 4.9 As part of the demolition process a double arched window which is enclosed within the attic will be salvaged from this structure in its entirety and stored, giving options for re-use sometime in the future.
- 4.10 The demolition of the property will also enable the current junction between Midland Street and Eldon Street to be reconfigured. A temporary surface left turn junction will be configured to allow site traffic for the Glass Works and loading vehicles to turn left onto Midland Street, replacing the temporary current arrangement using Lower regent Street. This is subject to obtaining the necessary highway and planning approvals.

- 4.11 The final public realm works for the cleared site will be completed as part of the Midland Street public realm works, which will be completed after the bridge installation across the railway line. This is to ensure that site traffic does not damage new public realm works.
- 4.12 Beyond the demolition and road alignment there is an aspiration to create a permanent gateway feature on the site. Funding for this is included within the current Future High Street bid and includes resources for a piece of public art . This element of the project will be subject to a further cabinet report once the outcome of the Future high street bid is known.

## **5. Consideration of Alternative Approaches**

- 5.1 Different methods of procurement were considered. Open market, restricted tender and procurement of demolition contractor through YorBuild framework were all considered. However, due to the location of the site and access required to Midland Street by the Glass Works and contractor building the new bridge, it was felt appointing HBC through the term partnering contract would minimise disruptions to Phase 2 operations and also reduce the areas required for site compound and welfare facilities in the town centre, where space is scarce.

## **6. Impact on Local People**

- 6.1 A degree of inconvenience and disturbance will take place during the demolition. This will be carefully managed to reduce the impact on the surrounding area and adjoining premises. We will work with neighbouring businesses to minimise the disruption where possible.

## **7. Financial Implications**

- 7.1 Consultations have taken place with representatives of the Service Director – Finance (S151 Officer).
- 7.2 Approval is sought to fund the demolition of 35 Eldon Street and associated temp re-alignment of the highway at the junction of Midland Street and Eldon street to facilitate a left turn onto Eldon Street (subject to planning approval).
- 7.3 The total cost of the proposal is estimated at £0.662m, this comprises:
- Demolition works £0.220m.
  - Highways Works - £0.300m – to improve servicing to the Glass Works restaurant block.
  - Party wall works for the adjoining buildings, statutory works, hoardings, archway removal and graphics - £0.105m
  - Professional Fees £0.037m
- 7.4 It is important to note that a total allocation of £1m has been approved for this project the funding coming from resources previously set aside within the Council's 2020 Capital Priorities.

7.5 After taking into account the costs of acquiring the property, compensating the property owner and paying fees a balance of £0.598m is expected to remain within Capital Priorities.

7.6 Consequently this leaves an estimated funding shortfall of £0.064M for the demolition and associated works i.e. the £0.662M required for demolition works being £0.064M greater than the remaining balance of £0.598m.

*Work is ongoing to bridge the current gap via value engineering, if this does not materialise then the shortfall may be a call on the Council's finite emergency capital contingency funding.*

7.7 It is important to note that any Public Realm work required following site clearance is not currently funded and would be subject to a separate approval as part of the Future High Streets funding bid..

7.8 Approval of the scheme clearly pre-dates the COVID 19 crisis and the subsequent Council moratorium therefore any decisions around funding will clearly need to be taken after considering the Council's current financial position and its medium term financial strategy.

## **8. Employee Implications**

8.1 There are no issues arising as a result of this report.

## **9. Communications Implications**

9.1 There are no direct communications implications arising from this report although there is an ongoing programme of communications for the Glass works project.

## **10. Consultations**

10.1 A list of stakeholders consulted during the preparation of this report includes:

Place - Economic Regeneration  
Place - Planning and Building Control  
Finance

10.2 Local Ward Councillors are aware of the proposals and have been sent a copy of this report.

## **11. The Corporate Plan And The Council's Performance Management Framework**

11.1 The scheme will contribute to the delivery of the overarching 'Thriving and Vibrant Economy' priority set out in the Council's Corporate Plan 2017 - 2020.

## **12. Promoting Equality and Diversity and Social Inclusion**

12.1 There are no issues arising from this report.

### **13. Tackling The Impact Of Poverty**

13.1 There are no issues arising from this report or the proposed transaction

### **14. Tackling Health Inequalities**

14.1 There are no issues arising from this report.

### **15. Reduction of Crime and Disorder**

15.1 In investigating the options set out in this report, the Council's duties under Section 17 of the Crime and Disorder Act 1998 have been considered.

### **16. Risk Management Issues**

16.1 The demolition scheme and temporary highway works will be added to the Glass Works risk register and updated on a regular basis in consultation with the Corporate Risk Manager and any potential specific risks reported on monthly at the Glass Works board meeting.

16.2 The prominent location of the site, adjacent to the transport interchange and on a busy pedestrian route will require precautionary measures to be undertaken to ensure that risks in relation to pedestrians and vehicles are minimised. This is likely to include restricted working hours.

### **17. Health, Safety And Emergency Resilience Issues**

17.1 Our Highways service controls the demolition of buildings in the interests of safety and to make sure there's as little disturbance or inconvenience as possible to the public or people in nearby properties. The demolition contractor will also be required to apply to the planning authority for prior notification of proposed demolition.

### **18. Compatibility with European Convention on Human Rights**

18.1 This report recognises the promotion and importance of equality, diversity and human rights for all members of the local community and the wider Borough.

### **19. Conservation of Biodiversity**

19.1 Biodiversity issues will have been considered as part of the planning application process. Ecology surveys will be required prior to demolition.

### **20. Glossary**

20.1 Not Applicable

## **21. List of Appendices**

21.1 Appendix A – Financial Implications.

21.2 Appendix B – Site Plan

## **22. Background Papers**

If you would like to inspect background papers for this report, please email [governance@barnsley.gov.uk](mailto:governance@barnsley.gov.uk) so that appropriate arrangements can be made

Report author: Helen Tate (1st April 2020)