




## Cabinet 19 June 2024

 <b>ST HELENS</b> BOROUGH COUNCIL		<h2 style="margin: 0;">Cabinet</h2> <h3 style="margin: 0;">19 June 2024</h3>
<b>Report Title</b>	<b>St Helens Town Centre Regeneration Programme - Phase 1A Enabling Works</b>	
<b>Cabinet Portfolio</b>	Inclusive Growth and Regeneration	
<b>Cabinet Member</b>	Councillor Richard McCauley	
<b>Exempt Report</b>	No	
<b>Reason for Exemption</b>	N/A	
<b>Key Decision</b>	Yes	
<b>Public Notice Issued</b>	21 May 2024	
<b>Wards Affected</b>	Town Centre	
<b>Report of</b>	Lisa Harris Executive Director Place Services <a href="mailto:Lisaharris@sthelens.gov.uk">Lisaharris@sthelens.gov.uk</a>	
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<b>Borough Priorities</b>	Ensure children and young people have a positive start in life.	X
	Promote good health, independence, and care across our communities.	X
	Create safe and strong communities and neighbourhoods for all.	X
	Support a strong, thriving, inclusive and well-connected local economy.	X
	Create green and vibrant places that reflect our heritage and culture.	X
	Be a responsible Council.	X

## 1. Summary

- 1.1 At its meeting of 13 September 2023, Cabinet approved the investment of £69.2m of Council funding to deliver Phase 1A of the St Helens town centre regeneration initiative together with a number of related delegations that have subsequently progressed positively.
- 1.2 In advance of signing the contract for the main Phase 1A delivery works with the principal contractor, which is scheduled for Autumn 2024, there is now a need to progress pre-construction enabling works, involving a financial commitment of £7.41m from the agreed capital funding allocation. This investment would be administered through a Development Funding Agreement with the English Cities Fund.
- 1.3 There is also a requirement to fund the next stages of design, professional advice and development works with respect to the St Helens Multi Modal Interchange, which forms an integral part of the Phase 1A development. To maintain programme delivery aligned with Phase 1A and related funding timescales (including the Town Deal programme) it will be necessary to progress these next stages in advance of formal approval being received from the Liverpool City Region Combined Authority to the scheme contribution of £28.3 million, which is scheduled to be confirmed by Autumn 2024.

## 2. Recommendation for Decision

**Cabinet is recommended to:**

- 1) Delegate authority to the Executive Director of Place (in consultation with the Cabinet Member for Inclusive Growth and Regeneration and the Section 151 Officer) to authorise up to £7.410m expenditure from the approved St Helens town centre Phase 1A investment to progress pre-construction enabling works.**
- 2) Delegate authority to the Executive Director of Place (in consultation with the Cabinet Member for Transport & Environment and the Section 151 Officer) to authorise £8.906m of expenditure to progress design requirements for the St Helens Multi Modal Interchange in advance of the receipt of £7.886m of funding from the Liverpool City Region Combined Authority.**
- 3) Delegate authority to the Director of Legal and Governance (in consultation with the Executive Director of Place) to execute related Development Funding Agreements with the English Cities Fund.**

### **3. Purpose of this report**

- 3.1. To seek approval for relevant delegations of authority to progress pre-construction enabling works for Phase 1A of the St Helens town centre regeneration initiative, including design progression for the St Helens Multi Modal Interchange.

### **4. Background / Reason for the recommendations**

- 4.1. At its meeting of 13 September 2023, Cabinet approved the investment of £69.2 million of Council funding to deliver Phase 1A of the St Helens town centre regeneration initiative together with a number of related delegations that have subsequently progressed positively as summarised below:
  - Stage 4 Design – progressing, supported by Vinci as the selected construction partner, with second stage tender due in Summer 2024.
  - Reserved Matters Planning Application – submitted 29 November 2023, with determination expected in Summer 2024.
  - Property Acquisition and Vacant Possession – progressed with the issuing of General Vesting Declarations following the Compulsory Order Purchase (CPO) process and Heads of Terms finalisation for outstanding interests.
  - Hotel Franchise and Management Agreements – approved by Cabinet at its meeting of 24 April 2024.
  - St Helens Multi Modal Interchange – progression of the Pre-Construction Services Agreement stage of works and design development for the temporary bus station with associated preparatory works being completed.
- 4.2. In advance of signing the contract for the main Phase 1A delivery works with Vinci Construction, which is scheduled to be required in Autumn 2024, there is now a need to progress pre-construction ‘enabling works’, involving a financial commitment of £7.410m from the agreed capital funding allocation to facilitate a related Development Funding Agreement with the English Cities Fund.
- 4.3. The ‘enabling works encompass all activities that are reasonably required to enable commencement of construction for the new buildings and associated public realm improvements in the Phase 1A development, which includes:
  - Site establishment works
  - Post vacant possession asbestos surveys
  - Outstanding topographical/ground penetrating radar/dilapidation surveys
  - Hoarding installation around the edge of the working site
  - Removal and safe storage of the Millennium Needle structure (in advance of eventual re-installation on completion of the works)
  - An allowance for asbestos removal should asbestos be found
  - Purging and proving of existing services
  - Soft strip of fixtures and fittings within the Hardshaw Centre

- Demolition of the Hardshaw Centre
  - Excavation & removal of existing foundations and obstructions (to a depth of 2.50m below existing floor slab)
  - Reinstatement and upfilling to levels
  - Installation of a piling mat
  - Post-demolition site investigation works
- 4.4. The vast majority of these works would be undertaken by Vinci Construction, to a value of circa £6m, which is in accordance with the Stage 3 cost exercise. The balance of work would be undertaken by other consultants/contractors and comprise of design fees to conclude the pre-construction phase (de-risking the contract sum) and the procurement of a civils package for the substation. An allocation for early procurement items, which offers programme betterment and potential savings in preliminary costs, is also included to mitigate the risk of delays to the progress of the works.
- 4.5. Delivery of the St Helens Multi Modal Interchange project is integral to the transformation of St Helens town centre and the Phase 1A development. It will deliver a state-of-the-art bus station to meet the long-term future public transport needs and essential facilities for passengers. Further to Cabinet approval on 13 September 2023 for the acceptance of £2m funding from the Liverpool City Region Combined Authority for this project, it is now necessary to fund the next stages of design, professional advice and development works (including the temporary bus station at Chalon Way).
- 4.6. To maintain programme delivery for the St Helens Multi Modal Interchange project aligned to the wider Phase 1A development activity and funding delivery timescales (including the St Helens Town Deal programme) it will be necessary to progress these next stages in advance of formal approval being received from the Liverpool City Region Combined Authority to the scheme contribution of £28.3 million, which is scheduled to be confirmed by Autumn 2024 following a Stage 4 Gateway process. This amount is subject to final confirmation of scheme costs and subsequent grant award.
- 4.7. In anticipation of a positive outcome to this Stage 4 Gateway process, Cabinet authorisation is sought to spend £8.906m of expenditure to progress design requirements for the St Helens Multi Modal Interchange in advance of the receipt of funding from the Liverpool City Region Combined Authority. This includes the £2.0m approved in September 2023 and is as set out in Table 2.

## **5. Consideration of Alternatives**

- 5.1. Consideration has been afforded to deferring authorisation for enabling works to Autumn 2024 when full contract costings will be known for the Phase 1A development; however, this delay would adversely affect programme delivery and increase project risks. On this basis this alternative has been dismissed.

## **6. Conclusions**

- 6.1. Following the decision taken by Cabinet at its meeting of 13 September 2023 to approve the investment of Council funding to deliver Phase 1A of the St Helens town centre regeneration initiative, significant progress has been made pursuant to earliest delivery of the development to realise its multiple benefits. Further authorisations are now sought to maintain this positive momentum through the delivery of essential enabling works with Cabinet invited to consider and support the recommendations in Section 2.

## **7. Legal Implications**

- 7.1 The ability to progress the required enabling works falls under the authority of the Overarching Development Agreement (ODA) between the Council and the English Cities Fund, along with the associated Deed of Variation. Delegated authority to negotiate the Deed of Variation was granted by Cabinet at its meeting of 5 October 2022 and the final version of the document has now been agreed.
- 7.2 The detailed arrangement for undertaking these works is further included in a Development Proposal Notice (DPN) and Development Funding Agreement (DFA), which are in the process of being negotiated. These will facilitate the issuing of the DPN in respect of the Enabling Works.
- 7.3 The DPN will agree the formal contract with the English Cities Fund for the Phase 1A enabling works, as the first sub-phase drawdown. This will then confirm the DFA and the method for the English Cities Fund to invoice the Council for costs to date and on a continuing basis.

## **8. Financial Implications**

- 8.1 This section covers the financial implications of the enabling works for Phase 1A and the St Helens Multi Modal Interchange project, they are described separately below due to the different financing arrangements and individual workstream programme management.

### **Workstreams – Infrastructure, Hotel, Residential, Market Hall**

- 8.2 At its meeting of 5 October 2022, Cabinet approved the underwriting of design fee stages, and at its meeting of 13 September 2023 Cabinet approved the Pre-Construction Services Agreement (PCSA) costs to progress design stages working alongside the appointed construction contractor appointed, together with the sub-station requirements to which an additional value has been approved via Delegated Executive Decision (reference 0002 2024/25). These approvals (plus costs committed to date) are summarised in Table 1 below.

**Table 1**

<b>Stage Approved</b>	<b>Approved ECF Budget (£m)</b>	<b>ECF Committed Expenditure to Date (£m)</b>	<b>Underwrite Position (£m)</b>	<b>Council Underwrite (£m)</b>
Stage 1	1.000	1.080	100%	1.080
Stage 2	0.720	0.640	50%	0.320
Stage 3	1.230	1.520	50%	0.760
Stage 4	1.800	1.980	50%	0.990
PCSA	0.850	0.470	100%	0.470
Sub Station	1.100	1.100	100%	1.100
<b>Total</b>	<b>6.700</b>	<b>6.790</b>		<b>4.730</b>

8.3 An adjustment is required due to an increase in costs for Stage 4 for additional services and the next stage is to approve the enabling works, which require the following values to be underwritten by the Council in advance of formal approved to the Development Proposal Notice and formal Phase Contract, totalling £7.414m:

- Stage 4 Adjustment - £0.100m
- Stage 5 PCSA Mechanical, Electrical, Plumbing - £0.225m
- Stage 5 PCSA Façade Works - £0.071m
- Enabling & Demolition Works - £5.970m
- Programme Continuation Allowance - £0.700m
- Contingency of 5% - £0.348m

8.4 It is to be noted, in accordance with paragraph 8.2 above, that a Delegated Executive Decision has been approved for £0.450m to increase the sub-station budget requirements and all of these values are within the financial appraisals provided by ECF in order to set the overall budget that was approved by Cabinet at its meeting on 13 September 2023.

8.5 The cost plans provided by ECF currently exclude allowances for moving services and 3<sup>rd</sup> party assets e.g. bus stops and media cabinets, which will be required for delivery of the main works section of delivery and a budget allowance has been made accordingly.

8.6 A contingency element of the budget has also been included at this stage to allow for any elements required from this fund as part of the Enabling Works

package, which could include costs associated with removal of items from the Hardshaw centre.

- 8.7 Stage 4 cost plans are due imminently for the Phase 1A development programme from ECF, and the scheduled timelines for the final pricing process are as follows:
- May 2024 - cost plan updates following completion of the Stage 4 Design and the production of the Bill of Quantities
  - August 2024 - final price submission
- 8.8 This information will then feed into the additional Development Proposal Notices and Development Funding Agreements required to deliver Phase 1A, noting that ownership of the residential sub-phase is expected to be retained by ECF as the organisation who will sell the site, with the Council funding the viability gap.

### **Workstream - St Helens Multi Modal Interchange**

- 8.9 The current financial position for this workstream totalling £36.071m is summarised as:
- Pre-development funding agreed with Liverpool City Region Combined Authority for £1.931m, of which there has been £1.016m expenditure to date on Design and Project Management, with a remaining £0.915m carried forward into 2024/25 (which has been confirmed by the LCRCA).
  - Town Deal grant funding of £3.25m has been allocated as part of the Business Case submission.
  - Liverpool City Region Combined Authority has provisionally allocated £28.3m of grant funding within the City Region Sustainable Transport Strategy, which is expected to be released from Autumn 2024 once the relevant due diligence is in place for the Combined Authority to check the Economic Appraisal and Outline Business Case (Gateway 4). Of this allocation, 10% (£2.8m) has been approved via the Gateway 3 process and arrangements are being made to enable the agreements and drawdown process for this value.
  - The Council has an approved allocation in the Capital Programme of £2.58m for costs associated with the acquisition of properties and compensation as part of the Compulsory Purchase Order process.
- 8.10 To enable the project to progress in accordance with its programme requirements, Table 2 below provides a cost estimate forecast summary from April 2024 to December 2024. Due to the scheduled timing of the Grant Funding Agreements from the Combined Authority this includes a cash flow risk for the Council to underwrite in the interim.
- 8.11 A further report will be required to set out the full cost of the SHMMI scheme which are currently set at £42.854m and to seek further approval to complete the works with the funding gap expected to be fully met by LCR grant.

**Table 2**

<b>Expenditure Category</b>	<b>Funding Source</b>			<b>Total (£m)</b>
	<b>LCR Pre-Development Grant (£m)</b>	<b>Town Deal Grant (£m)</b>	<b>Council Advance (to be replaced by LCR Grant) (£m)</b>	
Business Case Development	0.233			<b>0.233</b>
Town Centre Movements	0.290		0.033	<b>0.323</b>
Programme Management/ Design/Cost Consulting	0.192		0.080	<b>0.272</b>
Design Strategy & Surveys	0.200			<b>0.200</b>
PSCA			1.826	<b>1.826</b>
ECF Consultants/Insurance			1.222	<b>1.222</b>
ECF Fee			0.674	<b>0.674</b>
RIBA Stage 5		0.105		<b>0.105</b>
Temporary Bus Station			2.470	<b>2.470</b>
Parking, Signage & Wayfinding			0.520	<b>0.520</b>
CPO/Acquisition Costs			0.920	<b>0.920</b>
Contingency			0.141	<b>0.141</b>
<b>Totals</b>	<b>0.915</b>	<b>0.105</b>	<b>7.886</b>	<b>8.906</b>

8.12 The requirement for approval is £8.906m of expenditure, which forms just part of the SHMMI scheme. This approval replaces the £2.000m approved by Cabinet at its meeting of 13 September 2023 and increases the grant funding pending at this stage by £5.886m to £7.886m.

8.12 The CPO/Acquisition Costs value in Table 2 is contained within the documentation that has been submitted to the Combined Authority seeking proportional funding of this total cost; however, final negotiations are required, and this currently represents a contingency element in the interim.



8.13 Construction of the temporary bus station facility at Chalon Way is scheduled to commence in July 2024 and there are no revenue funding implications expected for the Council in relation to its operation.

## **9. Equality Impact Assessment**

9.1 The Equality Impact Assessment at Appendix 1 has identified that the approved St Helens Town Centre Masterplan Development Framework provides an opportunity to drive transformational change for St Helens town centre, generating physical regeneration benefits on the ground but also having wider reaching positive impacts for the local community, businesses, and occupiers in the town.

9.2 These benefits include driving economic growth and job creation, enhanced greenspace, and public realm, providing a more sustainable town centre – adapted to climate change, with less reliance on the private car, increasing the visitor economy, celebration of the borough's unique cultural and heritage assets, addressing local housing need, positively changing perceptions of its towns (and the wider Borough) and attracting future inward investment.

## **10. Social Value**

10.1 Social value is a key priority for both the Council and ECF. Social Value Portal have been commissioned by the partnership to prepare a bespoke strategy to maximise social value opportunities throughout the regeneration scheme. The Social Value Vision Statement includes findings from the Local Needs Analysis and assesses the social and local economic value that could be generated by the scheme across its full lifecycle through a series of targets and action plans. These action plans have been split into 5 key areas:

- Design Team Social Value Action Plan
- Community Engagement Action Plan
- Local Economy & Supply Chain Action Plan
- Education, Skills & Employment Action Plan
- Health, Wellbeing & Environment

10.2 Social Value Portal's analysis (for the whole of the scheme) shows that over 2 years of construction, 20 years of estate management and 20 years of occupation, the total additional social and local economic value created could be as high as £198m, or 227% of the original construction costs.

10.3 The enabling works of the St Helens Town Centre Redevelopment is set to deliver social, economic and environmental value for the borough at an estimated value of £322,892. This value will be delivered through:

- Employing local people
- Providing support and guidance to get people ready for work
- Work experience opportunities

- Procuring local suppliers
- Supporting community initiatives
- Providing careers advice and guidance to young people

10.4 VINCI have 4 direct full time staff members working on the town centre redevelopment from the St Helens area and have appointed St Helens based contractor Byrne Looby as engineering consultants to carry out site investigation works on the project.

10.5 VINCI have been working collaboratively with the Ways to Work Team on a campaign to target local candidates to fulfil employment opportunities as they occur through the development lifecycle. This campaign is now live, and residents can register their interest through Ways to Work. VINCI are due to return to Ways to Work with appointed supply chain members to discuss employment opportunities and create engagement and training plans to support candidates who have registered their interest.

10.6 The VINCI UK Foundation is designed to act as a link between the skills of VINCI employees and the needs of a local project. VINCI employees have the opportunity to volunteer as a sponsor, get involved in supported initiatives and to engage long term in social projects by providing their specialist skills and expertise. The VINCI Team have recently engaged with local charity Tear Drops and supported them with a submission to receive funding from the Foundation. A decision on whether this submission has been successful is expected in Summer 2024. They have also met with Derbyshire Hill Family & Community Centre to identify opportunities and discuss how they can support the charities.

10.7 The Project Team have been involved in several careers' inspiration, advice and guidance to local schools through a variety of ways, this includes careers fairs, mock interview sessions, meet the professional's event and an engineering masterclass. These have been carried out across several schools and colleges across the borough and have been well received by the schools and students. Further events have been organised to continue this positive activity.

10.8 VINCI have generated circa £130,519 of social value, as of April 2024, and remain committed to ensure this continues. Table 3 below shows how this has been generated over the key themes.

**Table 3**

<b>Theme</b>	<b>Social value generated to date (£m)</b>
Employment	£68,221
Education	£1,995

Community	£15,155
Work experience	£778
Support for Local Businesses	£42,156
Health & Wellbeing	£2,214
<b>TOTAL</b>	<b>£130,519</b>

## 11. Net Zero and Environment

11.1 The comprehensive Muse Sustainable Development Framework was adopted by ECF to benchmark objectives and indicators for the Phase 1A development scheme. A bespoke sustainability Key Performance Indicators set has been designed for each building typology within the masterplan, to create a market leading approach, anchored on five key themes:

- Net Zero Carbon
- Enhancing Biodiversity
- Social Value
- Circular Economy
- Healthy & Wellbeing

11.2 Performance is monitored against the target indicator set throughout each RIBA design stage, and a performance report issued at the end of each stage. During the enabling works stage, a number of specific sustainability opportunities are being explored which include:

- During the soft strip out of the Hardshaw Centre, talks have taken place between VINCI and Pilkington Glass around re-using all the glass from the building, re-cycling of the glass and re-integrating this glass back into the scheme.
- It has been identified that during the demolition of the structure of the Hardshaw Centre, instead of importing backfill materials to site (for piling matt, stoning up areas, etc.) the structure will be sorted and crushed on-site to allow use of this material saving on costs and environmental impact of importing new material to site.

## 12. Health and Wellbeing

12.1 The delivery of the proposed Phase 1A St Helens town centre regeneration scheme will positively influence a considerable number of wider determinants of health such as employment, skills, and quality of place. The creation of high-quality public realm and high-quality spaces for people to actively socialise will support wellbeing and will encourage more active lifestyles. Investment in the new bus station and provision of improved pedestrian and

cycle facilities will encourage greater use of active travel which will generate positive health outcomes.

- 12.2 Investment in the enabling works as proposed in this report is necessary to realise Phase 1A completion benefits. In the interim further opportunities to incorporate positive health and wellbeing outcomes will be developed through the enabling works activities if approved.

### **13. Customer and Resident**

- 13.1 The proposals included in the Phase 1A regeneration programme will directly benefit both the customers and residents of St Helens town centre and the wider borough. Extensive and well-supported resident and customer engagement has taken place throughout the development of the proposals. This included a six-week consultation in November/December 2021 on the St Helens Town Centre Masterplan Development Framework to ensure that communities were fully engaged in the detailed components and delivery of the proposals, including the first phase. Additional consultation and engagement was also undertaken by the English Cities Fund in the Summer of 2023, in advance of the submission of the Reserved Matters Planning Application.
- 13.2 As detailed in Section 10, a number of initiatives have been put in place to ensure that residents are involved in the development and can benefit from this once in a generation opportunity, whether this is through the supply chain, employment opportunities or having their say on the detailed designs. Throughout the demolition and construction phase a site office will also be positioned on site for employees. There are also plans as part of this to create an interface with customers and residents to enable them to visit and engage with the VINCI Team.
- 13.3 To carry out enabling works safely, Vinci Construction has prepared a hoarding plan around the site of the Hardshaw Centre with suitable access points to allow controlled site access for vehicles and employees. This will require the narrowing of some pavements and an amended layout of stalls for the outdoor market in Church Square, which will have an impact on wheelchair users, prams, and pushchairs. As mitigation, traffic management, new signage, alternative crossing points will be provided in order to ensure ease of access through all phases of the construction programme.
- 13.4 A full Communications and Notification Strategy will be put in place to include notification letters, advance warning signs, advertisement on the Council's website. In addition, social media content will be published at least 2 weeks before the planned works are implemented. This will be captured and informed by a detailed Construction Plan for this stage of works. For any unplanned works, press releases (where applicable) will be used to advertise the disruption.

## 14. Asset and Property

- 14.1 The main property and asset implication of the enabling works stage of the St Helens Town Centre Phase 1A regeneration programme is the demolition of the current Hardshaw Shopping Centre. This will require the introduction of a hoarding line around the site, ensuring sufficient level access is maintained for vehicle and pedestrian access as explained in Section 13.
- 14.2 The Hardshaw Centre demolition will include façade works to make good the side elevation of the former Marks & Spencer' store that is also owned by the Council and will, in future, front onto the new street running through the Phase 1A development site.

## 15. Staffing and People Management

- 15.1 There are no staff and human resource implications directly from this report as the next steps to bring forward the enabling works will be performed by existing resources within the Strategic Growth Department, Finance Service and Legal Service, working alongside the English Cities Fund and existing appointed external professional services support, as well as Vinci Construction, as the Principal Contractor.
- 15.2 There is, however, a continued requirement to provide cost management consultant support, arrangements for which are currently being sought through the programme as identified in the report to Cabinet on 13 September 2023.

## 16. Risks

- 16.1 The ECF St Helens town centre regeneration programme environment maintains a full risk register that identifies a range of risks facing the programme. The risk register is reviewed at regular intervals to ensure appropriate mitigating actions are undertaken and the risks are mitigated as per expectations. The following risks are highlighted for specific consideration in relation to the recommendation of this report:
- **Commercial Risk:** this relates to the commitment to deliver and expend money on the required enabling works contract, relocation of substations and related fees. This is in advance of finalising the contract value for the main works, and at risk of such pricing being higher than the allowance within the programme budget. Mitigation in the event that the main contract price is higher than expected, would include consideration of a further value engineering exercise to review scheme specifications and design details. This mitigation process could generate a reputational risk if alternative specifications were adopted or elements of the programme being descope.
  - **Financial Risk (Acquisitions):** with regards to requisite acquisitions, this is subject to ongoing commercial negotiations for a small number of

remaining properties. Dependent upon the final negotiated sums (including any compensation and other costs associated with the General Vesting Declaration process), further Cabinet approvals may be required to seek any additional funding should the available contingency be exceeded.

- **Financial Risk (Design and Inflation):** increased design and/or inflation costs are a risk to delivery. To mitigate the financial exposure risk to the Council when agreeing the development cost with ECF and the appointed contractor in Autumn 2024, an independent Cost Consultant will be appointed (as set out in paragraph 15.2 above) to ensure the Council has the necessary capacity, skill and experience to act as an intelligent client. The current cost programme has a total scheme value of £42.854m which will require an additional grant contribution of £6.783m to fully fund the scheme.
- **Programme Risk:** slippage through design and construction delay is a risk to the delivery timetable. To mitigate this ECF have brought forward a procurement process and created phased work packages which can be brought forward in parallel to reduce any delay. This includes the enabling works package of activities which provides further intrusive surveys and site investigations to minimise any unknown physical conditions within the Hardshaw Centre.
- **Council Underwrite Risk:** the Council is being asked to fund the next stage of design and development works totally £8.906m including up to £7.886m for the SHMMI in advance of the outcome of the final funding decision of £28.300m from the Combined Authority. This potential funding risk is mitigated by longstanding liaison between the parties, including an initial Gateway Stage 3 contribution of £2.800m having been secured.

## 17. Policy Framework Implications

- 17.1 The proposals in this report will directly contribute to positive delivery of the Council's Policy Framework, including Our Borough Strategy, the St Helens Borough Local Plan to 2037, the St Helens Housing Strategy and the St Helens Inclusive Growth Strategy, as well as supporting the ambitions of the St Helens Town Deal through the Town Investment Plan.
- 17.2 The proposals also directly deliver the transformational for St Helens Town Centre Masterplan Development Framework, which was endorsed by Cabinet on 2 February 2022.
- 17.3 The cost to the Council for delivering proposals for Phase 1A of the Town Centre scheme is £69.2m. This has been included within the Medium-Term Financial Strategy.

## 18. Impact and Opportunities on Localities

- 18.1 The Phase 1A development that is proposed to be facilitated by the proposed enabling works would provide a significant positive impact opportunity from a

locality perspective, with the proposals identifying development facilities that could facilitate suitable integration of community services.

## **19. Background Documents**

- 19.1 Extraordinary meeting of Cabinet on 6 March 2020 – Property/Delivery Partner (Minute 109)
- 19.2 Cabinet Report on 5 October 2022 – Review of English Cities Fund Partnership Overarching Development Agreement (Minute 45)
- 19.3 St Helens Town Centre Masterplan Development Framework
- 19.4 St Helens Our Borough Strategy
- 19.5 St Helens Borough Local Plan to 2037
- 19.6 St Helens Community Engagement Strategy
- 19.7 St Helens Borough Housing Strategy
- 19.8 St Helens Inclusive Growth Strategy
- 19.9 Medium Term Financial Strategy 2023-2026 and Revenue and Capital Budget 2023/24
- 19.10 Town Deal Business Cases: Town Centre Living & Regeneration and Connected Places
- 19.11 Cabinet Report 2 February 2022 – St Helens Town Centre Masterplan Development Framework (Minutes 95 and 97)
- 19.12 Cabinet Report 13 September 2023 – St Helens Town Centre Phase 1 Investment (Minute 45)

## **20. Appendices**

- 20.1 Appendix 1: Equality Impact Assessment