SECTION FIVE

BOURNE

Bourne Town Centre Management Partnership was established in February 2000. The group has been chaired, since its inception, by Norman Stroud, the Managing Director of Bourne Services. As well as District and Town Council representatives, attending partnership members include Bourne Civic Society, Robert Manning School and a Chamber of Trade representative.

As is the case with a number of the other partnerships other private sector interests are members of the partnership, but do not attend or participate on a regular basis.

As constituted, the TCMP established the following mission and objectives;

> **"Bourne Town Centre Management Partnership will work in partnership with the people of Bourne and surrounding areas to help make Bourne town centre a thriving, attractive, safe and accessible centre for shoppers, visitors, residents and local businesses"**

Objectives

- To assess needs and opportunities by consulting widely with the people of Bourne
- Develop a list of prioritised projects
- Obtain funding and other resources
- Secure champions for each project
- Manage within budgets and timescales
- Ensure effective consultation and communication
- Develop new projects on a rolling basis

Initially the TCMP established two – sub groups to help deliver these objectives; and Attractions Group and an Access & Amenities Group, although these groups no longer meet.

In September 2001 the Bourne Town Centre Action Plan was published. Commissioned jointly by the TCMP and the District Council, the report, produced by Roger Evans Associates, contained a 43-point action plan. A copy of the Action Points, and progress to date is enclosed at Appendix 8).

Ivan Fuller, the Bourne Town Centre Co-Ordinator, was appointed in May 2002. This post is part –funded by SKDC and the Welland SSP.

Whilst the Partnership appears to be working well, particularly in relation to the Core Area redevelopment project, and whilst the Action area Plan appears to enjoy continuing support, there appears to be a need to re-focus and prioritise work activities, and a need to foster greater private sector involvement in the Partnership.

Bourne Town Centre Action Plan

In terms of the Action Plan, a significant number of projects outlined in the Plan have been completed, or, are in progress. A number of the Action Points are also quite aspirational and further analysis has cast doubt upon the desirability or practicality of their implementation.

The time appears ripe to effectively review the Action Plan, take stock of the changes that have arisen since its preparation, and revise, amend and prioritise the action plan, as the basis for future work activity. Fundamentally, the document is robust, and is not in need of complete revision.

Bourne Core Area Redevelopment

A key element of the Bourne Town Centre Action Plan is the proposed redevelopment of an underused area of land situated between North Street, Burghley Street and the Burghley Street public car park. This area of land is situated in the heart of the town centre, but is largely underused . The site was identified in the First Deposit South Kesteven Local Plan as an 'Opportunity Area', in the same manner as both the Grantham Canal Basin site, and the Welland Quarter in Stamford. The Draft Local Plan described the site as follows;

> "This is an area of about 1.5 hectares at the rear of North Street and with a 'split frontage' onto Burghley Street. This road provides access to North Street businesses, the British Legion Club, local residences and the public car park at the back of the Baptist Church.
>
> The area currently contains a mix of both public and private car parking, small commercial premises, service yards and storage buildings. Although it appears to be in multiple ownership the area represents an outstanding opportunity to rationalise and use and carry out a comprehensive mixed-use development including retail, commercial and residential uses in modern buildings together with enhanced public car parking. Consideration could be given to the possible relocation of the bus station from its present site at the junction of St Gilbert's Road with North Street to a new one in this location, placing it much closer to, and linked with, the main town centre shopping area for the greater convenience of town centre public transport users.
>
> Any scheme of redevelopment will need to include enhanced public car parking and make provision for pedestrian routes through the development connecting it to North Street and west Street shops and strengthening the links with Sainsbury's to the west."

In June 2003, with funding support from the Welland SSP, consultants Barker Storey Matthews were commissioned to test the overall viability of a redevelopment scheme on the site[1]. This report concluded that a retail-focused mixed use development was likely to be viable. Arising from this, working with BSM, supplementary planning guidance has been prepared which supports the comprehensive redevelopment of the site, and which seeks to resist piecemeal development which may compromise such redevelopment[2].

In March 2004, again with Welland SSP support, steps were taken to market the site nationally and locally as a redevelopment opportunity[3]. This marketing led to a two

[1] Barker Storey Matthews for SKDC/Bourne TCMP: Bourne Core Area Proposal; June 2003
[2] Cabinet (Private) 27th January 2004: Report PLA.425
[3] Cabinet (Private) 22nd March 2004: Report CED.8

Figure 5.1 Aerial view; Bourne Core Area

stage selection process, involving outline, and then detailed submissions. Following public consultation and recommendations from a selection panel, the TCMP, at their meeting of 5th January 2005 identified Henry Davidson Developments as the preferred developer for the scheme. An outline of the scheme is appended at Appendix 9).

The mechanisms by which the development of the site could be taken forward were endorsed by Cabinet at their meeting on 7th June 2004[4]. In summary, that process can be described as follows;

- ✓ Promotion of the site as a development opportunity
- ✓ Expressions of interest submitted
- ✓ Short list of developers identified to make formal submissions
- ✓ Selection of a preferred developer

Negotiation and completion of a Partnership Agreement with the preferred developer

Developer secures planning permission

[4] Cabinet 7th June 2004: Report PLA.442; Proposed development of Bourne Town Centre Core Area

Developer uses best endeavours to assemble site
(If site assembly cannot be assembled by voluntary means, and terms of Partnership Agreement are satisfied, Council resolves to CPO)
(CPO process)
(If Order confirmed, land transactions completed)
Development commences

✓ = stages completed to date ( ) = optional stages, if required

At the time of drafting this report, the developer has carried out a valuation exercise for the whole site, and has engaged with each of the affected landowners. Assuming the CPO process does not need to be utilised, the hope is that a start on site could be made during 2006.

Figure 5.2 Artists impression of central square Bourne Core Area redevelopment

A feature of the favoured development scheme, although not necessarily a pre-requisite of it, was the proposal for a decked car park upon the Burghley Centre car park (this is a private car park servicing the Burghley Centre east of North Street, and not to be confused with the Council-owned Burghley Street car park which is within the redevelopment area). The extent to which this decking would be required as part of the re-development scheme is being appraised as part of the Transport Assessment that will need to support any future planning application.

In tandem with the re-development of the core area, it is an opportune time to review the question of car-parking within the town. The decking solution on the Burghley Centre is worthy of consideration as part of an overall assessment of car parking provision. By necessity, the future of the Burghley Street car park, and its

management will need to be considered as part of the redevelopment scheme, and it is expedient to review other provision concurrently.

RECOMMENDATIONS:

25. That Cabinet support a review, roll-forward and re-prioritisation of the Bourne Town Centre Action Plan, taking account of changes in circumstances and outcomes to date.

26. That future car parking provision and its management be reviewed and considered concurrently with the re-development of the Bourne Core Area proposals