

Ashbourne + Matlock

LEVELLING UP FUND 2 REPORT

March 2022

Ashbourne



Matlock

Project

Levelling Up Fund 2
Ashbourne and Matlock

Date

March 2022

7548-LAT-XX-XX-RP-A-0001-S3-P12 - LUF2 Ashbourne and Matlock Report

Rev	Issue date	Issued by	Checked by	Issued to	Comments
S3-P01	07.03.22	LB	JP	MC	First draft for review
S3-P02	09.03.22	LB	JP	ML	Second draft for issue
S3-P03	09.03.22	LB	JP	ML	Third draft for issue
S3-P04	10.03.22	LB	JP	ML / MC	Fourth draft for review
S3-P05	14.03.22	LB	JP	ML / MC	Fifth draft for issue
S3-P06	14.03.22	LB	JP	ML	Minor amend to p.20
S3-P07	17.03.22	LB	JP	ML / MC	Draft for review
S3-P08	18.03.22	LB	JP	ML / MC	Draft for issue
S3-P09	18.03.22	LB	JP	ML / MC	Final draft for issue
S3-P10	28.03.22	LB	JP	ML / MR	Minor amends for review and issue
S3-P11	28.03.22	LB	JP	ML / MR	Amends for issue
S3-P12	28.03.22	LB	JP	MR	Minor amend to p.51



All rights reserved. No part of this document may be reproduced in any form without the prior written permission from the author. © Lathams. This document and the material contained in it is the property of Lathams and is given to you on the understanding that such material and the ideas, concepts and proposals expressed in it are the intellectual property of Lathams and protected by copyright. It is understood that you may not use this material or any part of it for any reason other than the evaluation of the document unless we have entered into a further agreement for its use. The document is provided to you in confidence, on the understanding it is not disclosed to anyone other than those of your employees who need to evaluate it. **Ordnance Survey data** © Crown Copyright. All rights reserved. Lathams licence number 100006736. 2022. **Photographic images** used throughout this document have been provided by the author or acquired from open sources. Where copyright material has been used all reasonable effort has been employed to acknowledge ownership.

Contents

1.0 Introduction / Context

2.0 Purpose of the Report / Methodology

- 2.1 Purpose of the Report
- 2.2 Methodology

3.0 Ashbourne

- 3.1 Initial Summary Assessment of Issues
- 3.2 Projects 1 / 2 / 3
- 3.3 Initial Assessment against Key LUF Criteria (Strategic Fit, VFM, Deliverability)
- 3.4 Strategic Context
- 3.5 Commentary on Projects for Further Consideration
- 3.6 Comparison Projects
- 3.7 Summary Costs

4.0 Matlock

- 4.1 Initial Summary Assessment of Issues
- 4.2 Projects 1 / 2
- 4.3 Initial Assessment against Key LUF Criteria (Strategic Fit, VFM, Deliverability)
- 4.4 Strategic Context
- 4.5 Commentary on Projects for Further Consideration
- 4.6 Comparison Projects
- 4.7 Summary Costs

5.0 Summary and Conclusions

- 5.1 Ashbourne Town Bid
- 5.2 Ashbourne-Matlock Combined Bid
- 5.3 Other Future Projects

6.0 Appendices

- 6.1 Cost Info

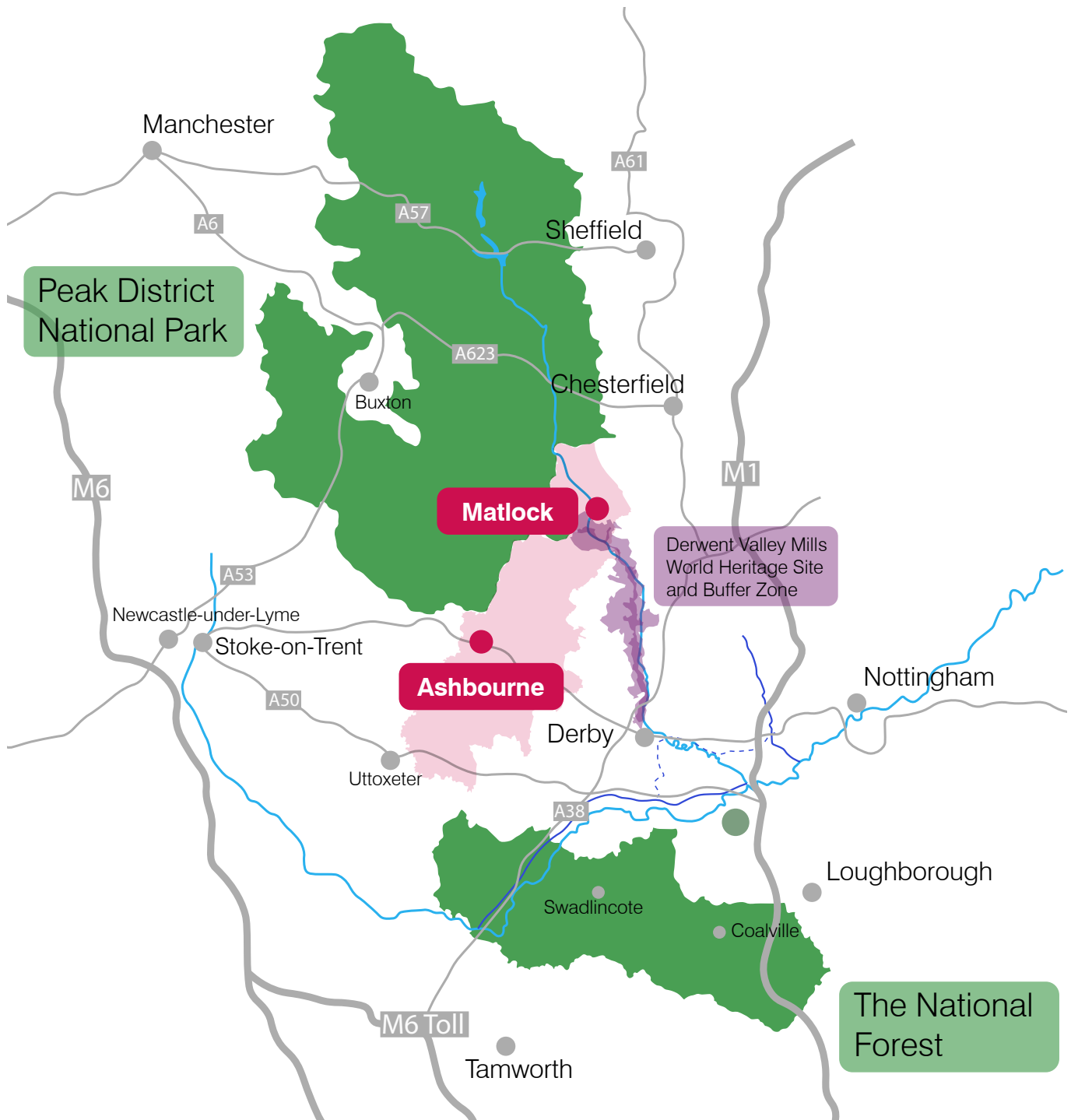


Figure 1: Site Context (not to scale)

1.0 Introduction / Context

Bentley Project Management (BPM) and Lathams (the Team) have been appointed by Derbyshire Dales District Council (DDDC) to undertake an initial process of project development work in the towns of Ashbourne and Matlock, looking at existing projects and future opportunities which could be progressed as part of a future Levelling Up Fund (LUF) Round 2 bid to Central Government.

It is anticipated that Central Government will be publishing a call for LUF Round 2 bid in late March 2022 (with a likely June 2022 submission date) with DDDC eligible to submit a bid for a funding request of up to £20m.

DDDC are currently considering three scenarios for the scope of the future LUF Round 2 bid submission to Central Government:

- Ashbourne Bid
- Matlock Bid
- Combined Ashbourne and Matlock Bid

Given that existing projects, and future aspirations for projects, exist in both Ashbourne and Matlock, the Team has been appointed to work closely with key partners and stakeholders to review and develop existing projects in both towns, understand future aspirations and opportunities and provide a Report summarising which projects could be eligible for a future LUF Round 2 bid submission to Central Government.

The initial process of project development work will be undertaken over a focussed 4-week period and fully involve DDDC and Derbyshire County Council (DCC) throughout the process of project development alongside key well-established community organisations (Ashbourne Town Team (ATT) and Matlock Community Vision / Matlock Civic Association (MCV / MCA)).

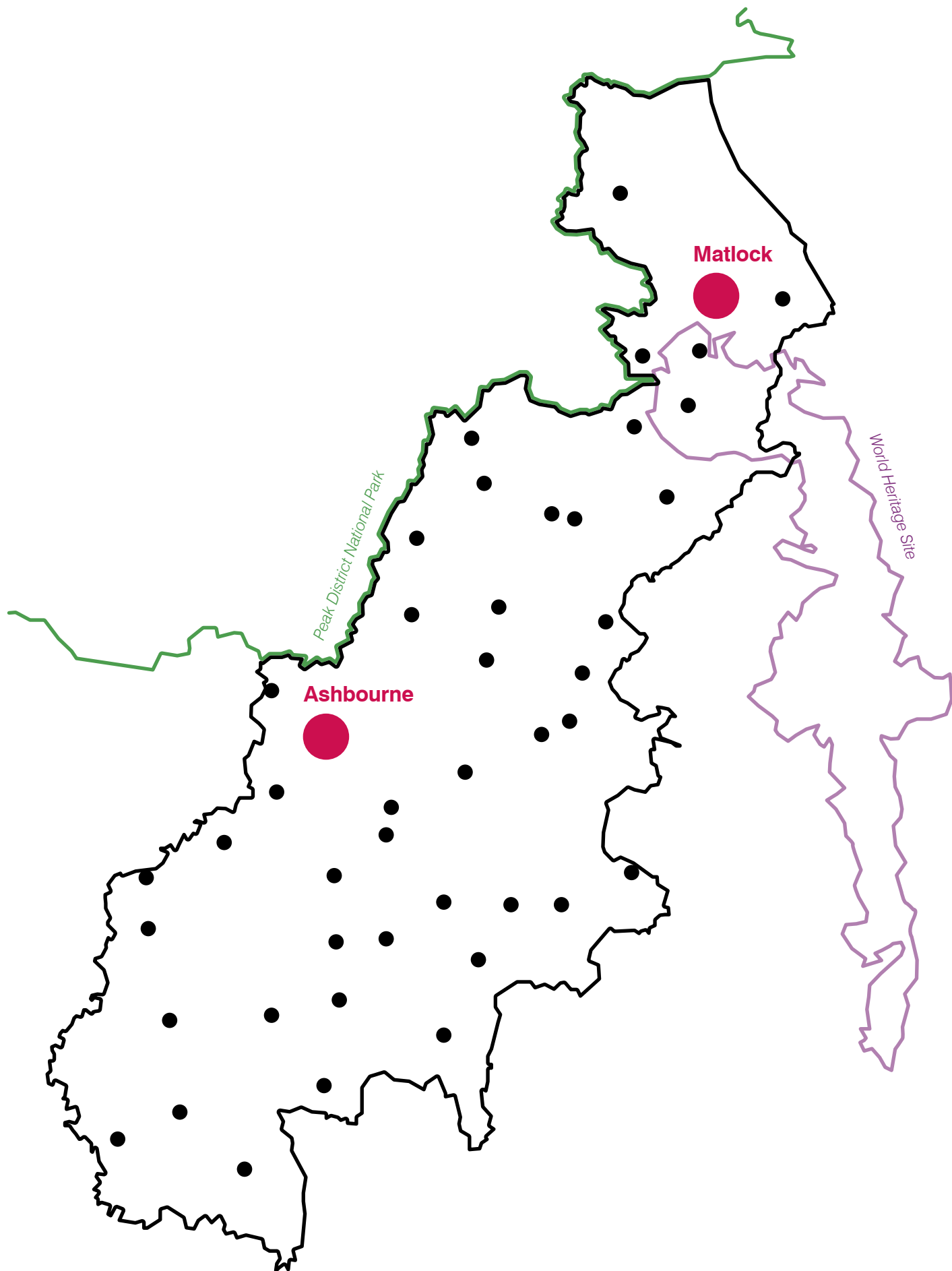


Figure 2: Derbyshire Dales District Council Context Map (not to scale)

2.0 Purpose of the Report / Methodology

2.0 Purpose of the Report / Methodology

2.1 Purpose of the Report

The Report will form the basis for the selection of the preferred bid scenario from the three scenarios for the scope of the future LUF Round 2 bid submission to Central Government:

- Ashbourne Bid
- Matlock Bid
- Combined Ashbourne and Matlock Bid

The report considers Ashbourne and Matlock individually in depth and also considers the opportunity for an Ashbourne-Matlock Combined Bid in Section 5.0 Summary and Conclusions.



Figure 3: Victoria Square / Buxton Road shops, Ashbourne



Figure 4: Bakewell Road shops, Matlock

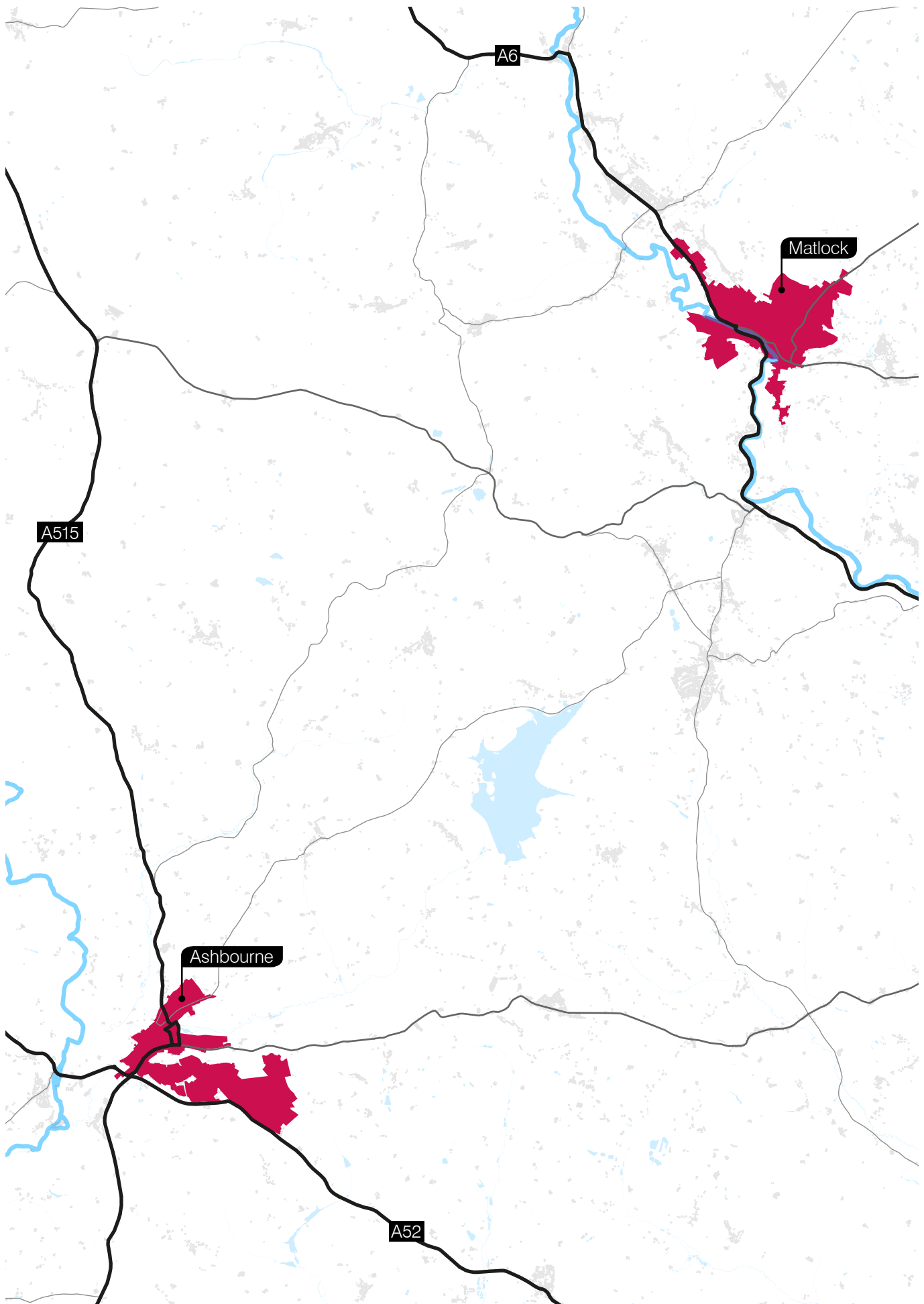
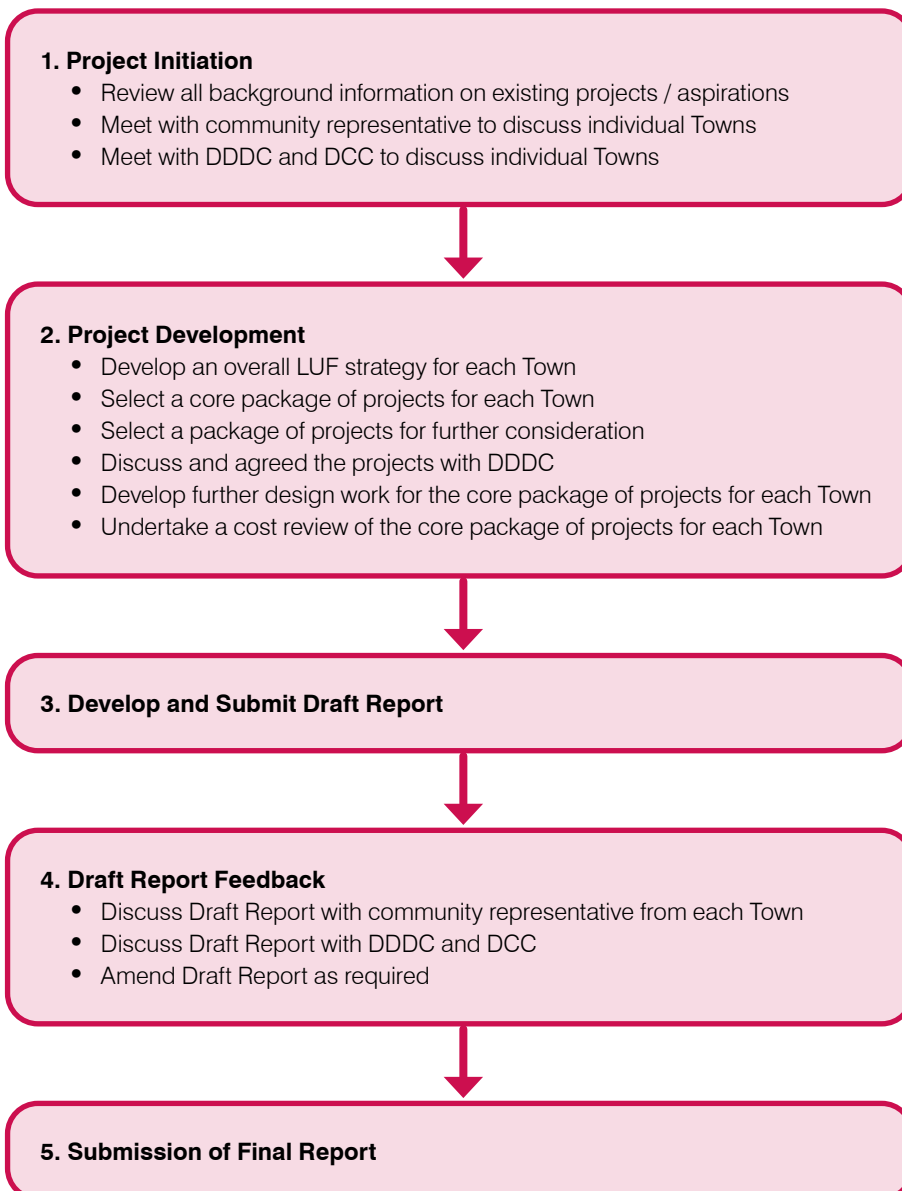


Figure 5: Ashbourne and Matlock Site Context Map with Settlement Boundaries (scale 1:100000)

2.2 Methodology

The below methodology has been agreed for the initial process of project development work in the towns of Ashbourne and Matlock with DDDC. The methodology has also been communicated to DCC and the community partners in both Ashbourne and Matlock.

The summary methodology for the work is set out below:



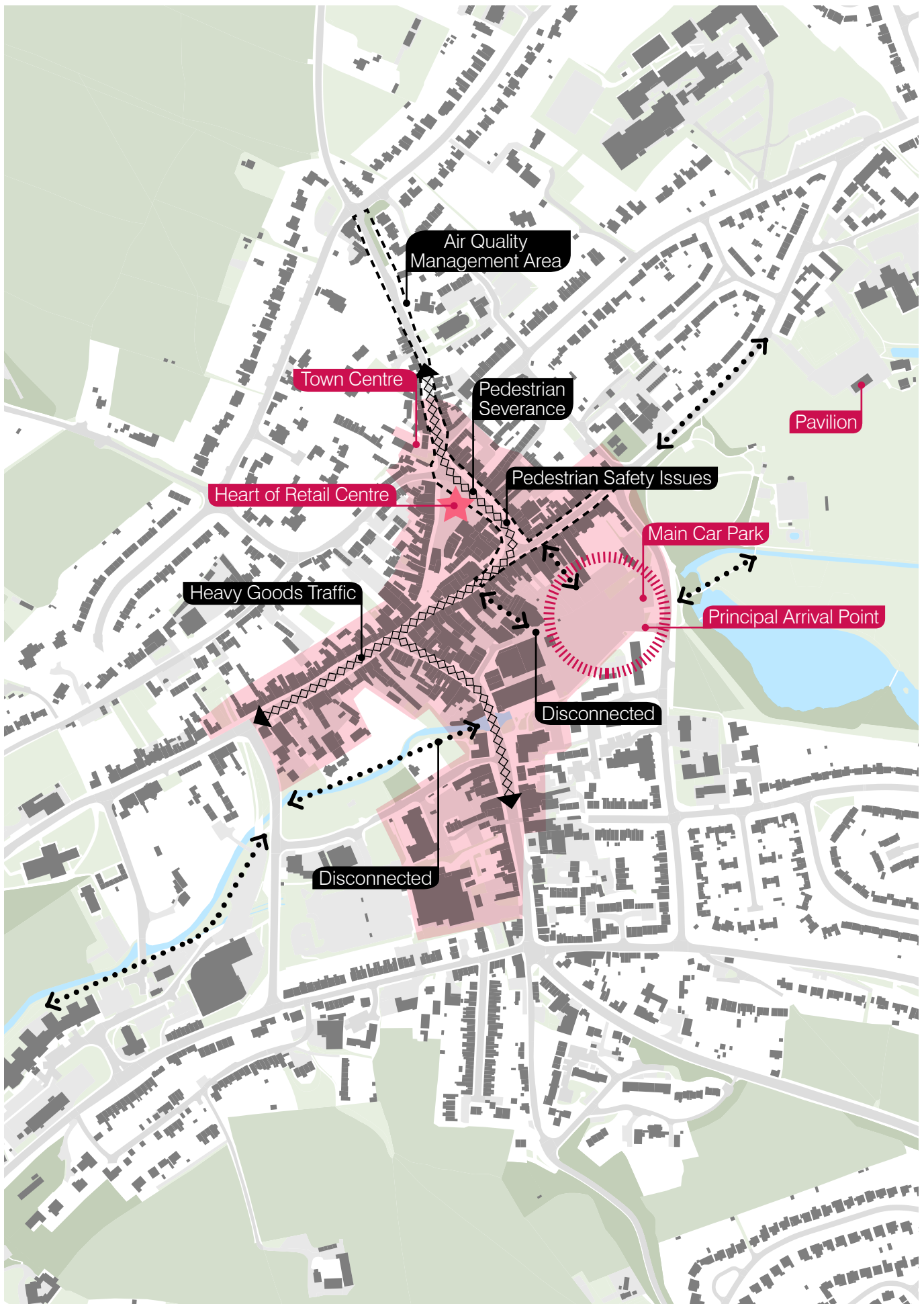


Figure 6: Ashbourne Strategy (scale 1:5000)

3.0 Ashbourne

3.1 Initial Summary Assessment of Issues

Performance of the town is undermined by heavy goods traffic, which dominates the frail but attractive retail core. Reducing the dominance of the traffic by redesigning the vehicular carriageway and increasing the space and quality of pedestrian routes and areas will improve this.

There are existing weak links from the principal arrival point (Shawcroft car park) to the retail centre via yards and lanes with poor directional signage, lighting and surfaces, which are not great for those with mobility issues. Improving these links, creating movement from the main town centre car park to the historic Market Place and the surrounding streets and spaces, would pull footfall to and across St John Street.

The key issues in Ashbourne are as follows:

- Heavy goods vehicles use the town centre as a through route
- Pedestrian safety issues within the town centre, partially caused by the HGVs
- Pedestrian severance across the key roads running through the town with weak pedestrian priority
- Air quality issues created by the HGVs, as highlighted by the air quality management area that is in place by DDDC
- The main arrival point is disconnected from the retail core of the town at the Market Place
- The Market Square is dominated by vehicles
- The outer residential areas are disconnected from the town centre
- Many residents drive into the town centre rather than walk



Figure 7: Heavy goods traffic



Figure 8: Heavy goods traffic



Figure 9: Heavy goods traffic



Figure 10: Heavy goods traffic

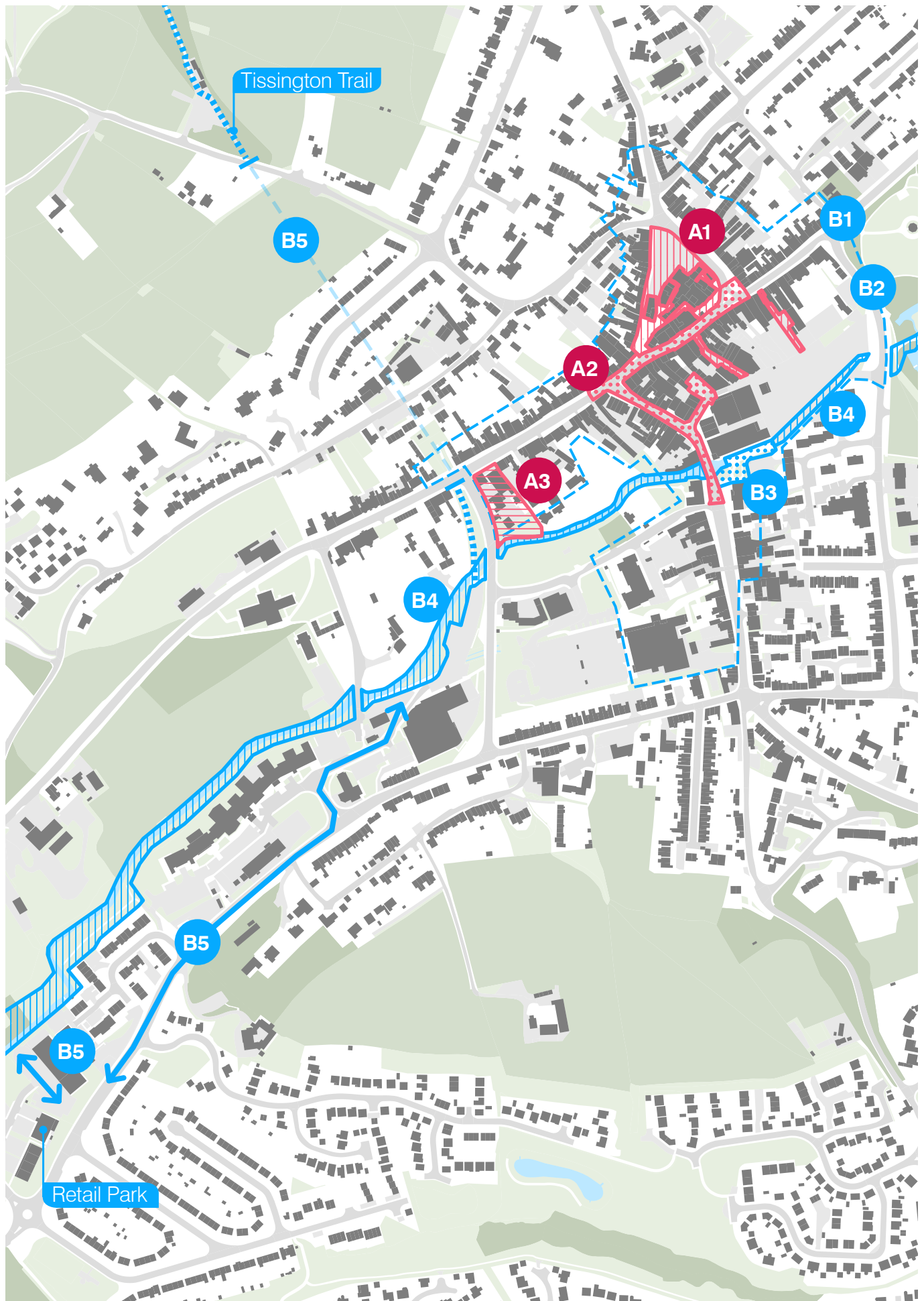


Figure 11: Ashbourne Projects (scale 1:5000)

3.0 Ashbourne

3.2 Projects 1 / 2 / 3

A1

Public Realm – Market Place / Victoria Square / Millennium

The hard landscaping, lighting and signage within the three distinct squares in the town centre (the Market Place, Victoria Square and Millennium Clock Square) are to be updated and improved to increase accessibility and wayfinding. The lanes / alleyways connecting the spaces to each other and to the main car park to the south will be included in this. The dominant car parking within the Market Place will be removed / reduced.

A2

Highway Improvements

The historic market town is undermined by heavy goods traffic using the town as a through route, which dominates the attractive street frontages. There is an existing scheme produced by DCC to reduce the dominance of the traffic by redesigning the vehicular carriageway and increasing the space and quality of pedestrian routes and areas surrounding them.

A3

Community Hub at Methodist Church

There is an existing planning approval to transform the existing Church into a more accessible facility serving the community of Ashbourne. The proposals include providing a new accessible entrance area, improving flexibility within the building facilitating a wide range of uses, the provision of a wide range of rooms and spaces which can be used by the community, and providing new kitchens and toilets.



Figure 12: Methodist Church



Figure 13: Victoria Square



Figure 14: Market Square



Figure 15: The lanes

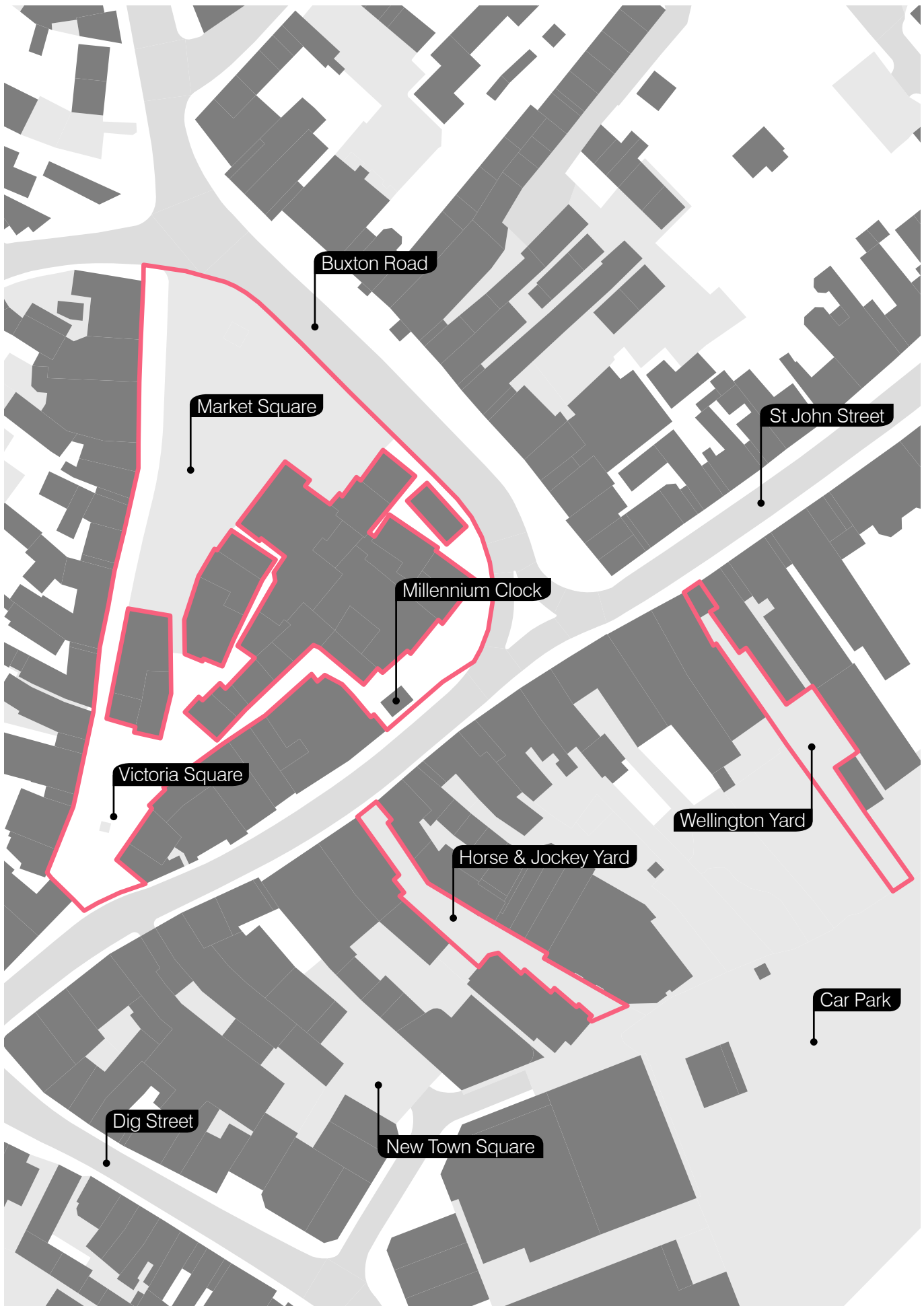


Figure 16: Proposed public realm improvements (scale 1:1000)

3.0 Ashbourne

3.2.1 Project A1

Public Realm – Market Place / Victoria Sq / Millennium Clock Tower Area

These three inter-connected central public open spaces have the potential to contribute significantly more than they currently do towards the vibrancy of Ashbourne town centre. The principal space, the Market Place, is dominated by car parking which is visually intrusive and frustrates or prevents activities which might support and complement town centre businesses.

The project proposes that the majority of car parking is removed from the Market Place and that surfaces, lighting and street furniture is renewed. Change will respect the historic character of the town centre and create an attractive and flexible meeting and events space at the heart of the town. Adjacent food and beverage (F&B) units will be encouraged to activate the space.

Victoria Square has a more tranquil and intimate character and this will be respected by the project with appropriate surface treatments, lighting and seating.

The Community Hut will be removed from the Millennium Clock Tower Area which will be comprehensively reworked with new public realm. This will address level changes with safe landscaped steps, which will provide a supplementary dwelling place within the town centre.

The alleyways which connect the three spaces will also benefit from new public realm and lighting.

A1 Area = 4368m² (with lanes to car park)

A1 Area = 3580m² (without lanes to car park)

Costs

Construction Costs incl Prelims and OH&P	£1,704,560.55
Design / Professional Fees, Surveys etc.	£354,310.11
Construction Risk/Design Development	£318,879.10
Inflation	£244,473.98
Total	£2,689,213.73

Costs assume that existing paving and setts are generally retained, however new subbase and kerbs included. Detailed breakdown is included in Appendices.

Specific exclusions include:

- VAT
- Significant diversion of existing utilities
- Disposal of contaminated material (non-hazardous material assumed)
- Inflation beyond 3Q2024 (assumed midpoint construction)
- Demolition of existing timber building on Millennium Square

Additional Provisional Sums have been included as follows:

- Improvement of alleys adjacent Market Place, Victoria Square & Millennium Square **£1,000,000** (subject to further details on land ownership)
- Market Square - cover structure **£200,000**
- Works to Buxton Road **£500,000**

In addition to the above, a Provisional Sum of **£200,000** has been included for Potential Commuted Sums associated with Projects A1 and A2.



Figure 17: Victoria Square



Figure 18: Horse and Jockey Yard



Figure 19: Market Place with car parking



Figure 20: Victoria Square access

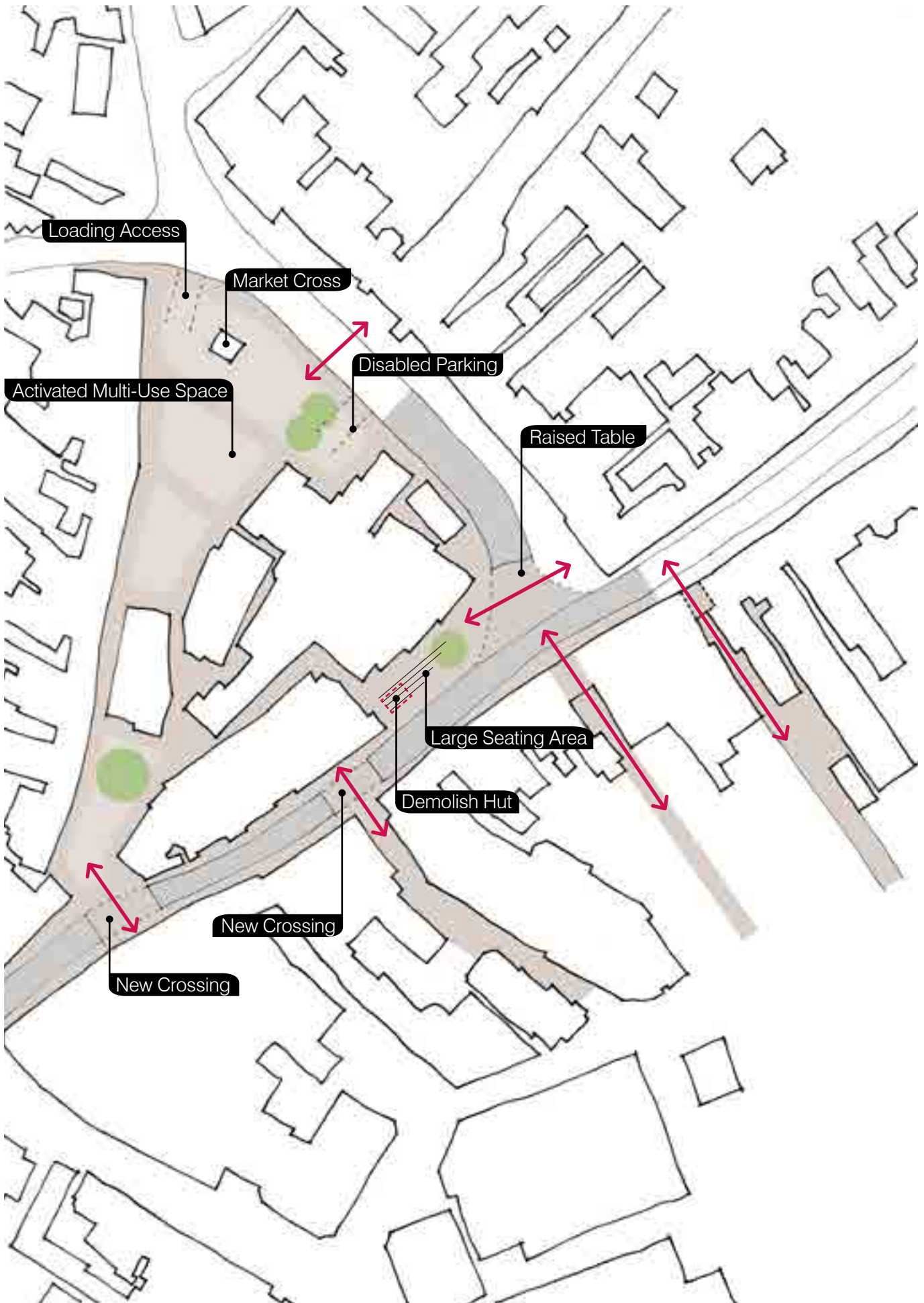


Figure 21: Proposed public realm improvements (scale 1:1000)

3.0 Ashbourne

3.2.1 Project A1

The adjacent sketch plan shows the potential redesign of the public realm around the central retail core. The car parking within the Market Place should be removed or reduced to give more public realm back to the pedestrian.

Additional and improved crossings should be implemented, using raised tables and cohesive surface treatment to the pavement to promote pedestrian accessibility and priority.

Surfaces will be better suited to those with mobility issues, removing the uneven cobbles, for improved accessibility. The existing cobbles could be carefully removed, diamond sawn to create a smooth surface, and relaid in certain areas of the public realm design.

Natural stone should be used throughout where possible to retain the historic and townscape character of the town centre.



Figure 22: Horse and Jockey Yard (north)



Figure 23: Horse and Jockey Yard (south)



Figure 24: Wellington Yard (north)



Figure 25: Wellington Yard (south)



Figure 26: Yorkstone cobbles



Figure 27: Yorkstone paving and kerbs



Figure 28: Traditional covered market



Figure 29: Food and drink destination (allowing existing and temporary businesses to occupy the space)



Figure 30: Events (commercial, community and weather sensitive)

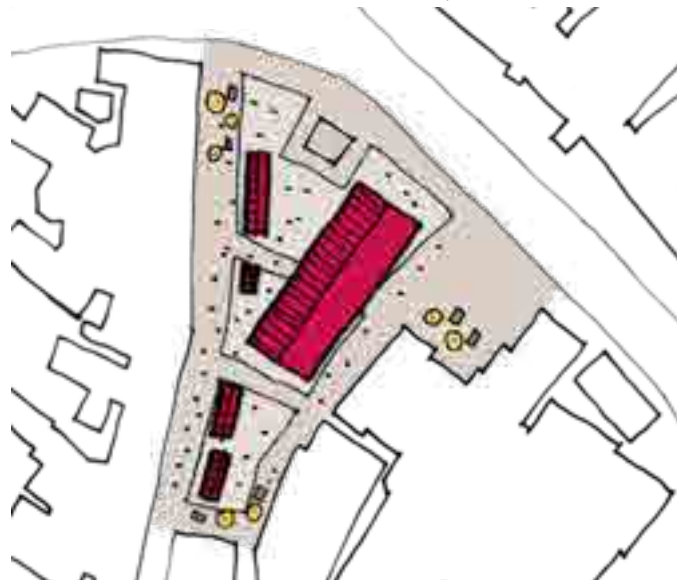


Figure 31: Specialist Markets (Crafts, Antiques, Books, Food / Farmers etc)



Figure 32: Outdoor Performance (Live music, outdoor cinema etc)

Figure 33: Indicative public realm improvements to the Market Square (not to scale)

Key

- Market stalls / temporary buildings
- Temporary events buildings
- Movable furniture (benches)
- Movable furniture (umbrellas)
- People

3.0 Ashbourne

The below sketch indicatively shows what could be achieved within the Millennium Clock area as part of the public realm works.

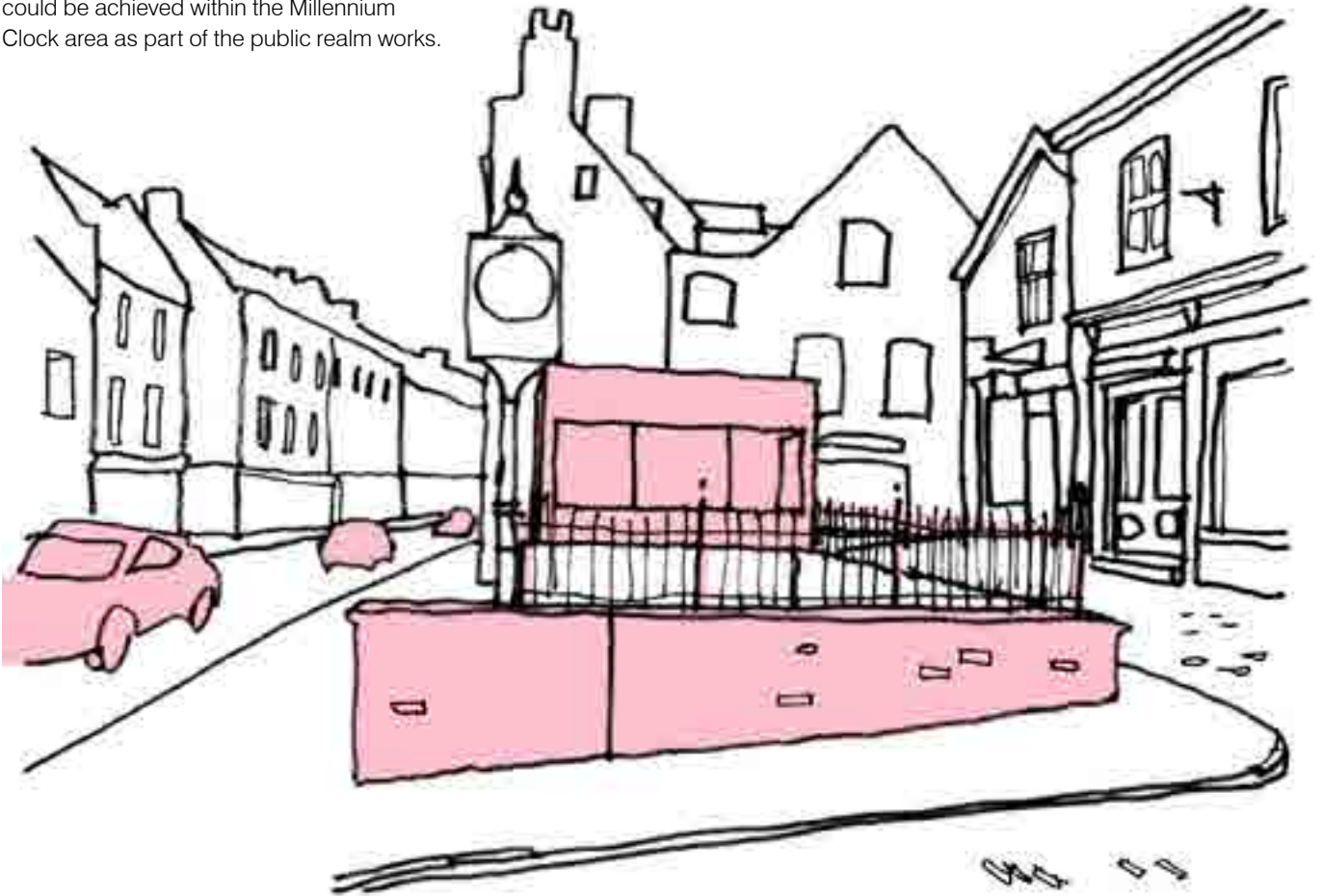


Figure 34: Ashbourne Millennium Clock Square Sketch View (Before) with issues highlighted



Figure 35: Ashbourne Millennium Clock Square Sketch View (After)

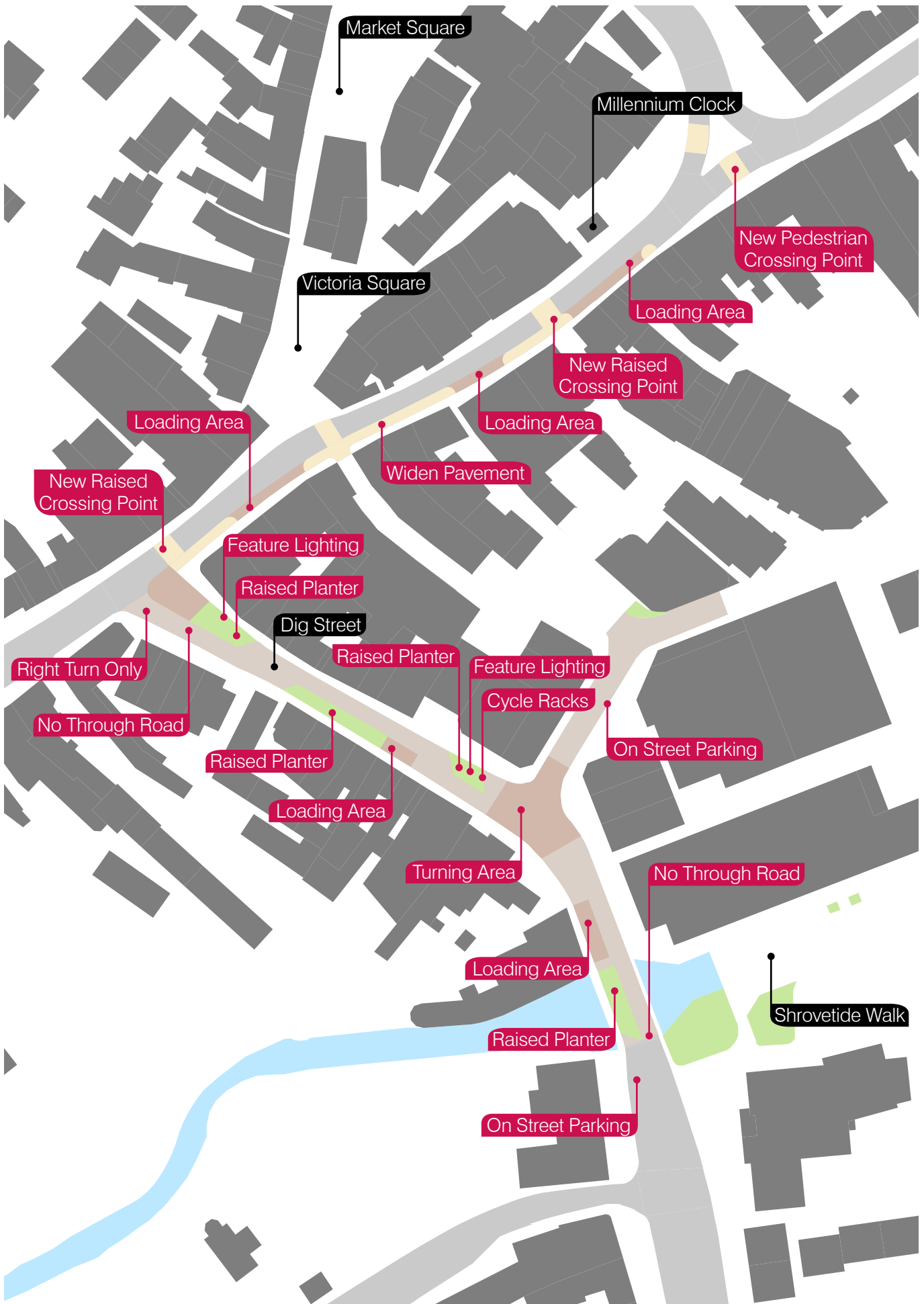


Figure 36: Proposed highways improvements (scale 1:1000)

3.0 Ashbourne

3.2.2 Project A2

Highway Improvements – Using current layout provided by Town Team

The centre of Ashbourne suffers from the effects of heavy goods vehicles, principally quarry traffic, using its narrow central historic streets. The noise and severance caused by this traffic is not compatible with a vibrant town centre.

This project seeks to deter HGVs which can choose alternative routes and encourage pedestrian movement. Initial proposals for pedestrian friendly improvements to St John Street and Dig Street have been prepared by Derbyshire County Council.

These proposals include footpath widening, the introduction of on street parking and planting areas, new raised tables and crossings along with new public realm treatment.

A2 Area = 4182m²

Costs

Construction Costs incl Prelims and OH&P	£1,323,905.07
Design/Professional Fees, Surveys etc.	£264,781.01
Council Inspection & Supervision Fees	£89,242.00
Construction Risk/Design Development	£251,689.21
Inflation	£192,961.73
Total	£2,122,579.02

A detailed breakdown is included in the Appendices; however, the following assumptions and clarifications have been made:

- Costs have been based on the drawing provided by the Ashbourne Town Team, however we noted that the proposed planter and raised seating may ultimately be replaced by footway widening
- Replacement of existing Dig Street surfacing is in tarmac only
- 'New Town Square' (as defined by the Ashbourne Town Team) excluded, although some works could be funded via the £1m Provisional Sum included in A1

Specific exclusions include:

- VAT
- Significant diversion of existing utilities
- Disposal of contaminated material (non-hazardous material assumed)
- Inflation beyond 3Q2024 (assumed midpoint construction)
- Strengthening works to existing bridge



Figure 37: Buxton Road junction



Figure 38: Dig Street Bridge



Figure 39: Dig Street with library on left (Shrovetide Walk area)



Figure 40: Dig Street junction



Figure 41: Proposed Methodist Church scheme site plan (Allan Joyce Architects) (scale 1:400)

3.0 Ashbourne

3.2.3 Project A3

Community Hub at Methodist Church

The Methodist Church is a centrally located landmark within Ashbourne town centre. However, due to its restricted accessibility and inflexible interior its usage and contribution to the vitality of the town centre is currently limited.

The project consists of a well-developed proposal to transform the existing Church into a more accessible facility serving the community of Ashbourne. The proposals which have secured planning permission include providing a new accessible entrance area, improving flexibility within the building facilitating a wide range of uses, the provision of a wide range of rooms and spaces which can be used by the community, and providing new kitchens and toilets.

The changes to the building, which will enhance the thermal performance of its fabric, will also respect its historic character.

The existing planning consent redevelops the land to the south of the Church with residential units, however the community are also considering alternative options for the site that would better benefit the community and complement the works to the Church following a detailed costing exercise.

A3 Area = 2543m²

Costs

Construction Costs incl Prelims and OH&P	£2,984,454.70
Loose FF&E and AV	£42,550.00
Design/Professional Fees, Surveys etc.	£454,050.71
Construction Risk/Design Development	£522,158.31
Inflation	£301,842.31
Total	£4,305,056.03

The costs above are based on the estimate provided by Appleyard & Trew LLP. A due diligence exercise has been undertaken by Bentley Project Management only.

Specific exclusions are detailed within Appleyard & Trew LLP estimate, however in respect of due diligence exercise undertaken, the following have been excluded:

- Loss of Revenue
- Irrecoverable VAT
- VAT
- Residential Development (see below)

Notwithstanding the above, Bentley Project Management have increased the allowances for fees to 15% and have increased the inflation allowance in line with the current BCIS TPI from 3Q2022 to 3Q2024.

The Methodist Church have Planning Consent for a residential development located at the southern end of their site. However, they are open to considering alternative uses for the wider community. Additional Provisional Sums have been included as follows:

- Creation of an External Community Space **£700,000**
- Extra over cost of base scheme to provide community commercial space **£350,000**



Figure 42: Methodist Church



Figure 43: Site adjacent Methodist Church



Figure 44: Shop on Methodist Church site



Figure 45: Brook adjacent Church site