

## **BATH AND NORTH EAST SOMERSET**

### **CABINET**

These minutes are draft until confirmed as a correct record at the next meeting.

Wednesday, 11th July, 2012

#### **Present:**

Councillor Paul Crossley  
Councillor Nathan Hartley

Councillor David Bellotti  
Councillor Simon Allen  
Councillor Tim Ball  
Councillor David Dixon

Leader of the Council  
Deputy Leader of the Council and Cabinet Member for Early Years, Children and Youth  
Cabinet Member for Community Resources  
Cabinet Member for Wellbeing  
Cabinet Member for Homes and Planning  
Cabinet Member for Neighbourhoods

#### **23 WELCOME AND INTRODUCTIONS**

The Chair was taken by Councillor Paul Crossley, Leader of the Council.

The Chair welcomed everyone to the meeting.

#### **24 EMERGENCY EVACUATION PROCEDURE**

The Chair drew attention to the evacuation procedure.

#### **25 APOLOGIES FOR ABSENCE**

Apologies had been received from Councillors Cherry Beath and Roger Symonds.

#### **26 DECLARATIONS OF INTEREST UNDER THE LOCAL GOVERNMENT ACT 1972**

Councillor David Bellotti declared a personal but non-prejudicial interest at Item 10 (Matters Referred to Cabinet by PDS Panels), because his wife was a housing officer for Somer Housing. He therefore did not take part in the debate, nor did he vote, during that item.

Councillor Paul Crossley declared a personal but non-prejudicial interest at Item 18 (Children's Service Capital Programme) because he was a Governor of the Link School, which was next to Three Ways School, and there might be some shared benefit to the safety of children attending the Link.

#### **27 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIR**

There was none

## **28 QUESTIONS FROM PUBLIC AND COUNCILLORS**

There were 11 questions: Councillors John Bull, Tim Warren (3), Colin Barrett, Vic Pritchard (2) and Francine Haerberling; Members of the Public Rae Harris, Karen Emery, Lesley Mansell.

*[Copies of the questions and responses are attached to these Minutes as Appendix 1.]*

## **29 STATEMENTS, DEPUTATIONS OR PETITIONS FROM PUBLIC OR COUNCILLORS**

Councillor Charles Gerrish in a statement [*a copy of which is attached to the Minutes as Appendix 2*] presented a petition of 283 signatures on the subject of the Double Yellow Lines in Dursley Hill, Keynsham, asking for the proposed double yellow lines to be replaced with a single line one hour limit on the short stretch outside the Rest A While Café for the convenience of patrons.

The Chair said that he would refer the petition to Councillor Roger Symonds, for his attention and for a response in due course.

George Bailey (Radstock Public Transport Group) in a statement [*a copy of which is attached to the Minutes as Appendix 3*] appealed to the Cabinet to hold wide discussions with a view to re-opening the Frome/Radstock rail link.

Karen Emery made a statement in which she appealed to Cabinet to ensure the future of the oak tree threatened by the new road scheme. She offered to work with the Council to get cuttings and to relocate the tree with advice from specialists.

The Chair referred Karen to the reply he had given to her question, which was included in the Q&A document in the public gallery.

## **30 MINUTES OF PREVIOUS CABINET MEETING**

On a motion from Councillor Paul Crossley, seconded by Councillor Nathan Hartley, it was

**RESOLVED** that the minutes of the meeting held on Wednesday 13th June 2012 be confirmed as a correct record and signed by the Chair.

## **31 CONSIDERATION OF SINGLE MEMBER ITEMS REQUISITIONED TO CABINET**

There were none.

## **32 CONSIDERATION OF MATTERS REFERRED BY POLICY DEVELOPMENT AND SCRUTINY BODIES**

*[Councillor David Bellotti did not take part in the debate of the following item, having previously declared a personal but non-prejudicial interest]*

The Chair welcomed Councillor Eleanor Jackson, Chair of the Housing and Major Projects Policy Development and Scrutiny Panel, and invited her to introduce to Cabinet the Panel's concerns about the relationship between Somer Community Housing and the Council (renamed Curo), especially the proposal to remove the

position of a B&NES member from the Curo Board. Councillor Jackson referred to the draft minutes of the Panel's meeting, which had been distributed with the Cabinet agenda.

Councillor Jackson in a statement [*attached to these Minutes as Appendix 14*] explained the way in which the situation had developed. She asked the Cabinet to consider the issue and to come up with an approach which would secure Council and resident representation on the new Board.

Councillor Tim Ball thanked Councillor Jackson and her Panel for referring this matter to Cabinet. He explained that initially, Curo had intended removing resident seats from their Board, but under pressure had agreed to discuss this. Negotiations were ongoing. He explained however that the structure defined by the HCA allowed the removal of Council and resident seats. He was awaiting advice from HCA about the situation and would inform Councillor Jackson in due course of his progress.

### **33 SINGLE MEMBER CABINET DECISIONS TAKEN SINCE PREVIOUS CABINET MEETING**

There were none.

### **34 REDEVELOPMENT OF SOMERDALE**

Councillor Charles Gerrish in an *ad hoc* statement asked that the Council continue to press the developer, especially for traffic planning, which was a major concern of local residents. He also expressed his lack of confidence in the promises being made by the developers about employment opportunities. He wanted to see full time, permanent employment so that less Keynsham people would need to travel to Bristol or Bath for work.

Mike Thomas (Chair of the Residents of Somerdale Association) explained that he had raised the group's concerns with Kraft. They wanted to see a smooth transition of the factory site and had attended all the stakeholder events. He listed their main concerns and asked Cabinet to ensure they were addressed.

Councillor Tim Ball asked Mike Thomas to email him the group's concerns.

Councillor Eleanor Jackson in an *ad hoc* statement spoke on behalf of the Labour Group, whose main concern was that the Council must ensure the connectivity of the K1, K2 and Town Centre schemes so that a single community results from the developments in Keynsham. The Labour Group was disappointed that an opportunity had been lost to ensure the future of the water meadows and wild life.

Councillor Tim Ball in proposing the item thanked the previous speakers for their contributions. He explained that the paper being considered by Cabinet was an interim paper and that a further report would be considered in September. The Local Plan required adequate access, which would be likely to require the provision of a second entrance to the site. The plans were currently the subject of traffic modelling. He asked the residents to make sure they passed all their concerns to him. He referred to paragraphs 5.15 to 5.18 of the report, which showed that the Council was determined to work with the developer and the Town Council to promote the site as a business location.

Councillor Nathan Hartley seconded the proposal.

Councillor David Dixon thanked residents for their input. He assured them that the Council did not only want a housing development, tacked onto the edge of

Keynsham, but an integrated part of the community which would not change the identity of the town.

On a motion from Councillor Tim Ball, seconded by Councillor Nathan Hartley, it was RESOLVED (unanimously)

(1) To NOTE the evidence base that supports the Draft Core Strategy in relation to development at Somerdale, summarised in the report;

(2) To AGREE that officers should engage with the developer to encourage a development of appropriate quality that not only meets the requirements of the adopted Local Plan but also supports the delivery of the Draft Core Strategy and meets the needs of the local community; and

(3) To NOTE the economic and employment opportunities for the site and the working party established between the Council's Economic Development team and Keynsham Town Council to demonstrate and stimulate business demand.

### **35 SHORT BREAK FOR DISABLED CHILDREN REBURBISHMENT OF LANSDOWN BUILDING AT WELLSWAY SCHOOL**

Councillor Charles Gerrish in an *ad hoc* statement welcomed the proposals. He felt there had for too long been inadequate provision in Keynsham and the proposals would address that.

Councillor Nathan Hartley in proposing the item said that he had recently visited Butterflies, and they had spoken warmly of Councillor Gerrish. He explained the reasons for the proposals and referred to paragraph 3.1 of the report, which laid out the funding sources which would enable the provision.

Councillor Simon Allen seconded the proposal. He was delighted that the new provision would promote independent living and positive lives for people living in Keynsham.

On a motion from Councillor Nathan Hartley, seconded by Councillor Simon Allen, it was

RESOLVED (unanimously)

(1) To NOTE the capital expenditure request;

(2) To APPROVE the request to move to the procurement stage of the commissioning process; and

(3) To RECEIVE further report on the development of the site which will enable families living in the Keynsham area to access a fully accessible targeted holiday provision for their children after school and in the school holidays.

### **36 CONSIDERATION OF THE CONSULTATION AND OPTIONS FOR THE FUTURE USE VICTORIA HALL, RADSTOCK**

Sue Hill in a statement [*a copy of which is attached to the Minutes as Appendix 4*] asked Cabinet to bring Victoria Hall back into use so that her company could offer weekend dance classes, as they had once been able to do in the Hall.

Councillor Eleanor Jackson in a statement [*a copy of which is attached to the Minutes as Appendix 5*] emphasised the impressive exterior of Victoria Hall despite its internal dilapidation. She appealed to Cabinet to recognise it as a heritage asset

and as a jewel in the crown of the town. She was not sure that the report fully reflected this.

Amanda Leon (Radstock Action Group) in a statement [*a copy of which is attached to the Minutes as Appendix 6*] urged the Cabinet to ensure that Victoria Hall would become a building fit for future use so that the community could take pride in a building which it helps to develop and run.

Bruce Shearn in a statement reminded the Cabinet of the Victoria Hall's historical problems with disability access. He felt that the funds being proposed to be spent on the Hall would be better spent on improving another facility.

Colin Currie in a statement [*a copy of which is attached to the Minutes as Appendix 7*] said that it was ironic that the Cabinet were meeting in a venue so near to the Victoria Hall, which if it were suitably renovated, would have served so much better as a venue. He felt that the Hall should be seen as a valuable asset and that the cost of refurbishment would be an excellent investment in the community.

Oliver Bevan read a statement on behalf of Rupert Bevan (Chair, Friends of Radstock Victoria Hall) [*a copy of which is attached to the Minutes as Appendix 8*] which explained the history behind Victoria Hall and the determination of the townspeople to save it. He believed the Hall could be self-financing, but would need a capital investment to save it.

Heather Chipperfield (Radstock Action Group) in a statement reminded Cabinet that the Victoria Hall had in the past provided very good facilities for young people to play snooker without the availability of alcohol, and had been used for so many other activities. She acknowledged that disability access was a problem but said that with the right investment all its problems could be overcome and it could again become a great asset for the community who held it very dear.

Terry Weakes in an *ad hoc* statement said that, just as Churchill had wanted to save St Paul's Cathedral because of its significance to the community, so the same must be said for Victoria Hall. He reminded the Cabinet that the Hall had been built with miners' hard-earned wages, and now must be saved by the Council as a community facility into the future.

Irene Burchill, a resident of Radstock, said in an *ad hoc* statement that the people of Radstock had been trying to save the Hall since it was threatened with closure in 2005. Their business plan, including a disabled lift, had been submitted to the council in 2007 and nothing more had happened. She wanted to see that Hall back in use, for antique fairs, snooker, youth café etc, but said that action was required now.

Councillor David Bellotti in proposing the item, said that it was his intention that Victoria Hall would be saved. He reminded the meeting that the administration had only come into power one year earlier, and had been shocked at the state of the building. He was proposing spending £250K to renovate the building including a lift. He thanked the 300+ people whose views were made very clear in the consultation responses in Appendix 3 to the report.

Councillor Bellotti reminded Cabinet that the Hall had been closed during the consultation period. This was not done to pre-empt the consultation but for safety reasons – not least the dangerous electrics. He explained some of the options being explored to bring it back into use as a working facility, run with the help of the people of Radstock. He was not proposing to ask the people of Radstock to pay for the refurbishment.

Councillor Bellotti went on to remind Cabinet of the context of the proposals. There were other facilities nearby – although the library might move into Victoria Hall to make it viable. Certain other community facilities would not be affected by the refurbishment of Victoria Hall. He was concerned however to secure the Hall for the future by ensuring its usage and thus its income. He intended to bring a further report back to Cabinet in September with more detailed proposals.

Councillor Simon Allen seconded the proposal and said the plan must be for a building which people want to use. He agreed with other speakers that the Victoria Hall was a symbol of Radstock community.

Councillor David Dixon said that he remembered a Scrutiny meeting asking for significant provision in the Council's 2005 budget, but it had taken 8 years for this to come forward. He was honoured to be part of the Cabinet which he hoped would confirm the investment to save the Hall.

On a motion from Councillor David Bellotti, seconded by Councillor Simon Allen, it was

RESOLVED (unanimously)

- (1) To NOTE the initial outcomes of the Consultation Exercise;
- (2) To AGREE that because Crèche, Youth Club and Health Facilities are already being provided out of Greystones and the adjoining Children's/Youth Centre, and are regarded as well located, they are not included in the options to be progressed further;
- (3) To ASK the Divisional Director (Property) to undertake more detailed assessments on the feasibility of adapting Victoria Hall to make it suitable for a mixed community, meeting and exhibition space; which would also offer ongoing snooker facilities. Also to examine the scope for, and benefits of, locating the library in to the building;
- (4) To AGREE that as part of this process, consideration will be given to the benefits of retaining the caretaker's house as part of the facility or investigate the potential for its disposal to deliver wider community benefits; and
- (5) To ASK the Divisional Director (Property) to make a further report to Cabinet in September to provide detailed information on the options including ongoing revenue implications.

## **37 COUNCIL TAX SUPPORT - CONSULTATION ON PROPOSED CHANGES**

Peter Duppa-Miller (Secretary of the B&NES Local Councils Association) in an *ad hoc* statement referred to paragraphs 3.10 and 9.4 of the report and asked that the provision of information to, and the consultation with, the Parish and Town Councils commences at the earliest opportunity so that they may be better prepared for their individual processes for setting their 2013/2014 Precepts.

Councillor David Bellotti in proposing the item, referred to appendix 2 of the report and to the fact that he considered that option 3 was the least complex option, which would make it more likely that fraud could be identified. He emphasised that the Cabinet was being asked to start a consultation on the proposals and that the timetable for consultation was laid out in appendix 1 of the report.

Councillor Paul Crossley seconded the proposal.

On a motion from Councillor David Bellotti, seconded by Councillor Paul Crossley, it was

RESOLVED (unanimously)

(1) To AGREE in principle that a cost neutral Council Tax Support scheme, which supports the objective of simplicity, to protect vulnerable people and minimise the impact on incentives to work, should be adopted;

(2) To AGREE that Option 3 of the Council Tax Support scheme proposals as set out in Appendix 2 of the report will be developed in to a policy document for consultation and approval in accordance with the required timetable;

(3) To AGREE that Work will be carried out to develop a more detailed understanding of the wider impacts on various customer types and equalities impacts during the consultation process;

(4) To NOTE that by adopting a simplified scheme we focus administrative activity on preventing fraudulent claims entering the system and enable effective detection principles; and

(5) To AGREE that the financial implications be factored into the budget process for 2013/2014 to be considered by the Council in February 2013, and the Council Tax base setting to be considered by Council in November.

### **38 COUNCIL TAX DISCOUNTS - CONSULTATION ON PROPOSED CHANGES**

Councillor Charles Gerrish in an *ad hoc* statement acknowledged that there had been some difficult decisions to make because of reduced funding; but he expressed concern that the proposals relating to empty properties might not have the desired effect of persuading owners to bring their properties back into use.

Councillor David Bellotti in proposing the item said that Cabinet was minded to take up the devolved option to raise funds. He said that it was perfectly proper that the Council should maximise its income from empty properties such as the two properties in Wellow which had been empty for 20 years.

Councillor Paul Crossley seconded the proposal and said that he looked forward to receiving further detail from Councillor Gerrish about how the problem could be dealt with.

On a motion from Councillor David Bellotti, seconded by Councillor Paul Crossley, it was

RESOLVED (unanimously)

(1) To AGREE in principle the full range of technical changes to Council Tax as set out in Appendix 1;

(2) To AGREE that the Financial Implications be factored into the proposed Budget for 2013/2014 to be considered by the Council in February 2013; and

(3) To AGREE that the Council Tax base setting report to be considered by Council in November will be based on these proposed changes.

### **39 EXPANSION OF EARLY YEARS ENTITLEMENT OFFER FOR TWO YEAR OLD CHILDREN**

Councillor Nathan Hartley in proposing the item explained that his intention was that by 2014 more 2-year-olds than ever before would be able to take advantage of Early Years entitlement. There was evidence that these children do better in later life, and the Council had a duty to manage the market to ensure adequate provision. The proposals would sign the Council up to existing government policy so that, by September 2014, 600 2-year-olds in the area would be entitled to 15 hours provision a week. The government had yet to confirm the criteria for entitlement, but it was likely to be partly based on school meals criteria.

Councillor David Dixon seconded the proposal. He was delighted that the 15 hours could in future be split over 2 full days instead of 3 part-time, so that parents would no longer be restricted to part-time jobs.

Councillor Tim Ball said he was very pleased to support the proposals, particularly since the provision in Twerton would be restored, giving greater choice to local people.

On a motion from Councillor Nathan Hartley, seconded by Councillor David Dixon, it was

RESOLVED (unanimously)

(1) To NOTE that the Council is fulfilling its statutory duty as required by the Education Act 2011 and DfE requirements;

(2) To NOTE that the Council in fulfilling the requirements relating to sufficiency of provision as required by the Childcare Act 2006 and any subsequent legislative amendments will do so with due regard to the resources required and available;

(3) To AGREE that the Council will continue to expand the scheme further by September 2014 in line with national requirements subject to decisions of the Council at its budget meeting in February 2013; and

(4) To APPROVE the use of a Section 106 payment enabling an increase in provision not previously listed as part of the Capital Programme.

#### **40 CHILDREN'S SERVICES CAPITAL PROGRAMME PRIORITIES 2012-2014**

Councillor Charles Gerrish made an *ad hoc* statement as a Governor of Three Ways School. He felt that the proposals had left it very tight for completion of the works in time for the new school year in September. The planning application had only been submitted 3 weeks earlier. He asked Cabinet for an assurance that the work would be completed before the new term, even if it required extra funds to make that happen.

Councillor Nathan Hartley in proposing the item, said investment into schools and education was essential. He was determined that decisions such as this would be made in public. He referred to the list of capital projects listed in the appendix, and particularly to the new projects at Three Ways School (traffic management scheme) and at Margaret Coates Autistic Centre (extension). He thanked Councillor Gerrish for alerting him to the timing issue at Three Ways and promised to look at what could be done to optimise the schedule.

Councillor Simon Allen seconded the proposal. He was delighted that autistic provision was to be enhanced by the extension at Margaret Coates, and that the traffic management scheme at Three Ways would improve the safety of children on their way to school.



Councillor David Bellotti said he was pleased to see the proposals but wished to move an amendment to the effect that Cabinet would ask officers to investigate alternative means of supporting the Parish Council in its aim of keeping Paulton pool open, and that Cabinet would provisionally allocate a budget of up to £10K subject to the results of the investigations.

The amendment was accepted by the proposer and seconder of the main motion.

On a motion from Councillor Nathan Hartley, seconded by Councillor Simon Allen, it was

RESOLVED (5 in favour, 1 abstaining)

(1) To AGREE that the projects put forward for approval are in line with Children's Services capital programme priorities;

(2) To APPROVE a capital allocation of £107,000 for inclusion in the 2012/13 Capital Programme from Capital Maintenance funding to enable essential traffic management works to be carried out at Three Ways special school;

(3) To APPROVE a capital allocation of £150,000 for inclusion in the 2012/13 Capital Programme from Basic Need funding for the provision of additional places for autistic pupils at the Margaret Coates Centre; and

(4) To REQUEST officers to fully investigate alternative means of supporting the Parish Council in its aim of keeping Paulton pool open, and provisionally to allocate a budget of up to £10K subject to the results of the investigations.

*[Note: Clause (4) above was an amendment proposed by Councillor David Bellotti and accepted by the proposer and seconder of the main motion].*

#### **41 BATH TRANSPORTATION PACKAGE MAIN SCHEME - APPROVAL OF PROVISIONAL BUDGET**

Peter Duppa-Miller (Clerk to Combe Hay Parish Council) in an *ad hoc* statement said that the intended expansion of the Odd Down Park and Ride site (actually sited in Combe Hay Parish) already had full planning permission and would provide 230 extra spaces, a Nature Conservation area and dramatically improved lighting. He said that Combe Hay Parish Council was most eager to see the implementation of the expansion, which would benefit all those approaching the City of Bath from the south, and urged Cabinet to approve the recommendation.

Councillor Paul Crossley in proposing the item said that several changes had been made to the proposals inherited from the previous administration, and the proposals now had government agreement. He commended officers for producing proposals which were within the budget available and hoped that the whole project would be delivered within that budget. He explained that the current agreement said that any savings would be split equally between the Council and the government, but he intended to negotiate a better deal if possible. He emphasised to Cabinet the urgency of implementing the schemes to improve traffic flow and the links to other cities.

Councillor David Dixon seconded the proposal. He welcomed the long-awaited improvements to the Park and Ride, bus stops etc. He was delighted that the project was within budget and said he hoped it would also be delivered on time.

On a motion from Councillor Paul Crossley, seconded by Councillor David Dixon, it was

RESOLVED (unanimously)

(1) To APPROVE the provisional budget for the BTP main scheme, in line with the budget set in February 2012, subject to DfT scheme approval, at a level of grant consistent with the principles of the bid submission in May 2012 & with a Council contribution to the project no higher than that previously approved.

## 42 MOD CONCEPT STATEMENTS

Alan Langton read a statement [*a copy of which is attached to the Minutes as Appendix 9*] on behalf of Caroline Kay (Chair, Bath Preservation Trust). The Trust expressed its support in principle for housing-led development on the three sites, but with some caveats. In particular, with reference to the Ensleigh site, the Trust was appalled at the assumptions being made about the additional use of adjacent green fields for amenity provision and had other reasons for believing that the feasible number of dwellings was overstated in the report. The Trust asked Cabinet to make considerable changes to the Ensleigh Concept statement in the light of these concerns.

Philip Haile (Transition Bath) in a statement [*a copy of which is attached to the Minutes as Appendix 10*] expressed a number of concerns and offered to work with the Council to discuss viability issues and to find solutions which would support the local economy. He felt in particular that the specification of 20% sustainable housing lacked ambition and should be 100%. He referred to the full response statement previously submitted by the group and asked that it be taken fully into account when finalising the Concept Statements. [*The group's response document has been attached to these Minutes as Appendix 11.*]

Adrian Tinniswood (Beckford Tower Trust) in a statement [*a copy of which is attached to the Minutes as Appendix 12*] expressed serious concern about the possible impact which the Ensleigh proposals would have on views to and from Beckford Tower. He appealed to Cabinet to remove the reference to the possible use of playing fields for development; and to strengthen the references to the setting of Beckford Tower.

Lesley Mansell (Chair, Radstock Town Council) in an *ad hoc* statement referred to paragraph 7 and observed that the Equality Impact Assessment was not included with the report. She felt that women's jobs would be endangered because of the loss of employment at the MoD sites.

The Chair explained that Equality Impact Assessments were posted on the Council's website and were also available on request. He promised to provide Lesley with a copy of the document following the meeting.

Cllr Patrick Anketell-Jones in an *ad hoc* statement said he felt that the site was not large enough to attract a bus service, shop, community hall etc and the Concept statement must retain the option for expansion if the site were to remain sustainable.

Councillor Tim Ball emphasised that it was still the early stages of the proposals. He thanked the contributors for their comments and agreed to work with them. He explained that he would propose an additional clause to the officer recommendations, to the effect that officers would be asked to undertake investigations into the impact of requiring 20% or more of the new homes to meet level 5 or above of the Code for Sustainable Homes.

Councillor Paul Crossley seconded the proposal. He felt that the points raised by the contributors had been very helpful. He recognised that there were differing views

about the size of any development at Ensleigh, and promised further opportunities for proper debate.

Councillor Nathan Hartley said that the proposed new housing would mean an increase of over 400 in the number of children needing education. Further work would be completed and would be reported to Cabinet in September.

Councillor Tim Ball, in summing up, said that he was pleased to have been challenged on the issues raised by Transition Bath although he had only received their notes immediately before the meeting. He asked all contributors to be patient and to bear in mind the pressure on officers.

On a motion from Councillor Tim Ball, seconded by Councillor Paul Crossley, it was RESOLVED (unanimously)

- (1) To AGREE the responses and amendments to the key issues arising from the consultation into the Draft Concept Statements;
- (2) To NOTE the general support given to the Draft Concept Statements;
- (3) To ASK the Divisional Director (Planning and Transport) to report to the September Cabinet meeting on the outstanding issues on the educational implications of the redevelopment of the sites and other relevant issues so that the amended Concept Statements can be considered for endorsement for Development Control purposes and for incorporation into the Placemaking Plan Options;
- (4) To AGREE that comments received during the consultation period will be made publicly available after the removal of all personal details; and
- (5) To REQUEST that investigations are undertaken into the impact of requiring 20% or more of the new homes on the MoD sites to meet Code for Sustainable Homes level 5 or above.

#### **43 HOME HEALTH AND SAFETY POLICY 2012**

Councillor Vic Pritchard in an *ad hoc* statement thanked the Cabinet for responding to the advice from the Wellbeing Panel about special cases and for putting it through the democratic process.

Councillor Eleanor Jackson in an *ad hoc* statement said she too was pleased to see the Panel's recommendations integrated into the proposals before Cabinet. She made particular mention of the support for terminally ill patients and asked that changes be made to increase support given in the final months of life.

Lesley Mansell (Chair, Radstock Town Council) in an *ad hoc* statement observed that the Equality Impact Assessment was not included with the report. She referred to paragraph 7 of the report which says that adverse impacts were identified, but does not say that any action plan was prepared.

The Chair promised to provide Lesley with a copy of the document following the meeting and repeated that Equality Impact Assessments could be found on the Council's website.

Councillor Tim Ball in proposing the item thanked Councillors Pritchard and Jackson for their comments. He commended the officers for achieving yet another improvement in provision. He explained that the adverse impacts which Lesley Mansell referred to were justified in paragraph 7.1 of the report. He promised to bring the policy back to Cabinet next year for an update.

Councillor Paul Crossley seconded the proposal. He felt that this was one of the best papers being brought to Cabinet at this meeting because it ensured that vulnerable people would be supported.

On a motion from Councillor Tim Ball, seconded by Councillor Paul Crossley, it was RESOLVED (unanimously)

(1) To ADOPT the proposed Home Health and Safety Policy 2012 as the Council's Housing Renewal Policy.

#### **44 DEVELOPMENT OF JOINT WORKING ARRANGEMENTS WITH NHS BEYOND APRIL 2013**

Lesley Mansell (Chair of Radstock Town Council) in an *ad hoc* statement referred to paragraph 10 of the report and asked for clarity on how consultation would be conducted with the wider community.

Councillor Simon Allen said that the Cabinet was being asked to note the update report and that a further report would be submitted for approval at September Council. The working arrangements between the Council and the PCT would develop in readiness for April 2013 when the Health and Social Care Act 2012 would come into effect. He acknowledged the issue raised by Lesley Mansell and promised that consultation arrangements would become clearer as the arrangements developed.

Councillor Nathan Hartley seconded the proposal and said that he too was keen to see the consultation arrangements finalised and that he would ensure there would be consultation with the Faith Forum and with the Council's three Equality Worker Challenge Groups.

On a motion from Councillor Simon Allen, seconded by Councillor Nathan Hartley, it was

RESOLVED (unanimously)

(1) To NOTE the work underway to enable the continuation and further development of joint working arrangements with the NHS beyond April 2013; and

(2) To ASK the Divisional Director (People and Communities) to bring more detailed proposals for approval by Full Council in September 2012.

#### **45 REVENUE & CAPITAL OUTTURN 2011/12**

Councillor David Bellotti moved the recommendations.

Councillor David Dixon seconded the proposal. He said that it had been a challenge taking over another administration's budget. He had been concerned that the Cabinet had inherited some unfunded promises but a lot of hard work had been done by officers to overcome this and to reflect the new objectives.

On a motion from Councillor David Bellotti, seconded by Councillor David Dixon, it was

RESOLVED (unanimously)

(1) To NOTE the provisional revenue budget underspend of £253K for 2011/12 as set out in the report;

- (2) To APPROVE the revenue carry forward proposals and write-off requests listed in Appendix 4;
- (3) To AGREE the Transfers to Earmarked Reserves as set out in the Appendix 1;
- (4) To APPROVE the revenue virements for 2011/12 and 2012/13 as listed in Appendices 6(i) and 6(ii);
- (5) To NOTE the resulting reserves position shown in Appendix 1 and that unearmarked reserves remain at the target level of £10.5m.
- (6) To NOTE the provisional outturn of the 2011/12 capital programme in Appendix 7, and the funding as laid out in the table in Appendix 1;
- (7) To APPROVE the capital rephasing and write-off of net underspends as listed in Appendix 8; and
- (8) To NOTE the adjustments to the 2011/12 to 2016/17 capital programme as detailed in Appendix 10, and the final capital programme for 2011/12 in Appendix 9.

#### **46 TREASURY MANAGEMENT OUTTURN REPORT 2011/12**

Councillor David Bellotti moved the recommendations. He reported that the Council's planned borrowing had been reduced from £204M to £160M and said that officers were to be commended for achieving this.

Councillor Paul Crossley seconded the proposal.

On a motion from Councillor David Bellotti, seconded by Councillor Paul Crossley, it was

RESOLVED (unanimously)

- (1) To NOTE the 2011/12 Treasury Management Annual Report to 31st March 2012, prepared in accordance with the CIPFA Treasury Code of Practice;
- (2) To NOTE the 2011/12 actual Treasury Management Indicators; and
- (3) To AGREE that the Treasury Management Report and attached appendices are reported to July Council.

The meeting ended at 9.15 pm

Chair \_\_\_\_\_

Date Confirmed and Signed \_\_\_\_\_

Prepared by Democratic Services

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## CABINET MEETING 11<sup>th</sup> July 2012

The following Statements and Questions had been registered by the time of publication.

### REGISTERED SPEAKERS

There were 17 notices of intention to make a statement at the meeting. Where the intention is to speak about an item on the Agenda, the speaker will be offered the option to speak near the beginning of the meeting or just before the Agenda item.

#### **Statements about issues NOT on the Agenda**

- Cllr Charles Gerrish  
Re: Petition - Double Yellow Lines, Dursley Hill, Keynsham
- George Bailey (Radstock Public Transport Group)  
Re: Frome – Radstock Branch
- ~~David Redgewell (South West Transport Network)~~  
Re: ~~Radstock/Bath Spa interchange~~
- ~~John Spratley~~  
Re: ~~NRL and reopening of the railways~~
- Karen Emery  
Re: The Future of the Oak Tree

#### **Re: Agenda Item 14 (Future of Victoria Hall)**

- Cllr Eleanor Jackson
- Amanda Leon (Radstock Action Group)
- Bruce Shearn
- Colin Currie
- Rupert Bevan (Chair, Friends of Radstock Victoria Hall)
- Heather Chipperfield
- Sue Hill
- ~~Deborah Porter~~

#### **Re: Agenda Item 19 (Bath Transport Package)**

- ~~David Redgewell (South West Transport Network)~~

#### **Re: Agenda Item 20 (MoD Concept Statements)**

- Caroline Kay (Chair, Bath Preservation Trust)
- Philip Haile (Transition Bath)
- Adrian Tinniswood (Beckford Tower Trust)

## QUESTIONS AND ANSWERS - COUNCILLORS

<b>M 01</b>	<b>Question from:</b>	Councillor John Bull
<p>What is the long term future for Fairfield House given its importance to the Rastafarian community in Bath?</p>		
<b>Answer from:</b>		Councillor David Bellotti
<p><i>Consideration is currently being given to developing the role of Fairfield House as a local community asset serving the needs of a variety groups within the community. In order to render the building fit for this purpose, substantial capital works are required to the property. The Council is investigating the most beneficial and prudent means of funding these capital works as a key part of the current review exercise.</i></p> <p><i>The important focus is to ensure that the building remains available for use within the community without favouring one specific group, funded by a sustainable source of income meaning the building is able to operate self-sufficiently, without reliance upon Council financial support.</i></p> <p><i>Work underway includes the creation of a stakeholder group empowered to take the community project forward.</i></p>		

<b>M 02</b>	<b>Question from:</b>	Councillor Tim Warren
<p>At the March Cabinet meeting, at which the contract was awarded for the Bath Park and Ride services, I asked the Cabinet Member to instruct officers to work with First Bus on the possibility of creating a monthly and/or season ticket for our Park and Rides to make the service more attractive for commuters, as well as a group 'family' ticket to make the service cheaper and more attractive than city-centre car parks for those with three or more travelling together.</p> <p>I was pleased that the Cabinet Member agreed to this request. Can he please provide an update on progress with these discussions with Firstbus?</p>		
<b>Answer from:</b>		Councillor Paul Crossley
<p><i>Officers have held positive discussions with First about extending the range of tickets available on Bath Park &amp; Ride services. First agree that there is plenty of scope to expand the range of tickets available and, as a first step, they propose to extend the validity of their network ticket range (including monthly and annual tickets) to include Park &amp; Ride services.</i></p> <p><i>Further discussions will be held between officers and First on the implementation of the</i></p>		



*new contract and officers will continue to press for the range of tickets to be expanded at the earliest opportunity.*

*The existing family "offer" on Park & Ride services of free travel for up to 5 children travelling with a fare-paying adult or concessionary passholder will continue for the time being, in the absence of a family ticket.*

<b>M 03</b>	<b>Question from:</b>	Councillor Colin Barrett
<b>Grass cutting verges</b> In April this year I asked the Cabinet Member the frequency for cutting grass on verges in Weston. He informed me this was carried out every two to three weeks. Will the Cabinet Member confirm that is still the case as certain areas were not cut until 14th June and some areas have still not been cut which is some thirteen weeks.		
<b>Cutting hedges</b> Additionally, can the Cabinet Member please confirm the frequency for cutting hedges in Weston which are the responsibility of Bath and North East Somerset.		
<b>Answer from:</b>	Councillor David Dixon	
<b>Grass cutting verges</b> <i>I can confirm that the cutting cycle remains every two to three weeks, however I'm sure Councillor Barrett will appreciate how difficult it has been for the Council's parks and grounds staff to keep up with the maintenance programme during a season of extremely vigorous grass growth and some of the wettest conditions on record over the past two months. Despite the difficulties staff have continued to work hard and are largely on top of the Council's own grounds maintenance responsibilities. Having looked at the concerns in Weston in more detail, officers have identified that the areas of concern are over land that is in the ownership and maintenance responsibility of Somer Housing. Officers are working with Somer Housing to resolve and clarify this issue currently. A general note has also been issued to councillors recently to highlight and explain the apparent confusion and lack of clarity surround the difference in maintenance standards between areas of land managed by the Council and those areas under the management responsibility of Somer Housing.</i>		
<b>Cutting hedges</b> <i>Hedge cutting is generally carried out between January and February in order to avoid disturbing any nesting birds. This is to protect nesting birds from disturbance as all wild birds, their nests, young and eggs are protected under law and it is an offence to damage a nest intentionally while it is in use or being built. This is also the best time to cut hedges, as by this time birds and small mammals will have eaten most of the nuts and berries which were laid down in the hedges in the preceding autumn. Where vegetation obscures sight lines, or obstructs paths and signage during the growing season, an assessment of each particular situation is carried out before any cutting takes place in order to balance safety requirements against the protection of wildlife.</i>		

<b>M 04</b>	<b>Question from:</b>	Councillor Tim Warren
<p>Is the Cabinet Member aware of what, if any, response the Department for Transport has yet given in answer to the concerns raised by the Highways Agency, and Wiltshire and Somerset Councils to the proposed A36 Beckford weight limit?</p>		
<b>Answer from:</b>		Councillor Paul Crossley
<p><i>The Department for Transport met with the Council last month to discuss the concerns and DfT have asked for a written response from us to the representations made against the proposed A36 Beckford weight limit. DfT have written to the 3 Highway Authorities letting them know that they consider that following receipt of our statement they will make their decision known in August or September.</i></p>		

<b>M 05</b>	<b>Question from:</b>	Councillor Tim Warren
<p>In the light of the objections raised by Wiltshire and Somerset Councils to the proposed A36 weight limit, what steps is the Cabinet Member taking to improve this Council's working relationship with its neighbouring authorities?</p>		
<b>Answer from:</b>		Councillor Paul Crossley
<p><i>We have very good relationships with our neighbouring authorities. Officers meet with adjoining authorities on a regular basis and these meetings will continue notwithstanding discussion on the proposed weight limit. Councillor Symonds and I meet members of adjoining authorities on a regular basis and there is no reason why these useful meetings will not continue.</i></p>		

<b>M 06</b>	<b>Question from:</b>	Councillor Vic Pritchard
<p>Government statistics recently released indicate the number of households accepted as homeless between January and March this year went up 2 percentage points on the previous quarter and up 16% on the same quarter last year. Can the Cabinet Member release the figures for that period in B&amp;NES?</p>		
<b>Answer from:</b>		Councillor Tim Ball
<p>Yes.</p>		

<b>M 07</b>	<b>Question from:</b>	Councillor Vic Pritchard
<p>In a recent article in The Times, Bath and North East Somerset is identified as 7th of 10 local authorities with the lowest concentration of provision for children in care. Can we be assured that children requiring care are not being unnecessarily being placed outside of the authority area?</p>		
<b>Answer from:</b>		Councillor Nathan Hartley
<p><i>This position is due to the fact the provision for children in care within Bath and North East Somerset represents only those foster carers registered with or living in Bath and North East Somerset. We do not have any residential provision for children in care and there are no independent care homes located in the area. We do have BANES registered carers who live just across our border in Wiltshire, Somerset, Bristol and South Gloucestershire and these are technically outside the Local Authority area, but the children placed are close to their family home and community and continue to attend their schools. Only a small number of the 160 children in care are placed outside this immediate area and this only occurs when it has been judged to be in their best interests. Councillor Pritchard can be assured that children requiring care are not being unnecessarily placed outside the local authority area.</i></p>		

<b>M 08</b>	<b>Question from:</b>	Councillor Francine Haeberling
<p><i>[Cllr Haeberling submitted the following question after the greed deadline, but the Leader of the Council agreed to accept the question because of the urgency of the issue]</i></p> <p>Please would the Leader of Council make a statement setting out the Cabinet's position/view on the announcement of the Bristol City Deal, which has significant implications for the authority?</p>		
<b>Answer from:</b>		Councillor Paul Crossley
<p><i>The government has accepted a proposal from the West of England Unitary Authorities to establish a City Deal with extra incentives to reward each authority for economic growth. The 'in principle' proposal will require more detailed work before it can be recommended for approval. Once this work has been completed, I have asked officers to submit a further report to Cabinet and then Council in the autumn.</i></p> <p><i>For this Council, the effect of the Deal means that the Council would retain 100% of the growth in business rates from Bath Western Riverside Enterprise Area (instead of 50%). Up to 90% of our business rates growth might come from the Enterprise Area, based on figures in the draft Core Strategy. The arrangements are very complex, and negotiations are still taking place with government.</i></p> <p><i>I have asked that a report be attached to the Minutes of the Cabinet meeting, giving further details.</i></p>		

## QUESTIONS AND ANSWERS - PUBLIC

**P 01** Question from: Rae Harris

What support can Cabinet Members give, both collectively and individually, to the petition recently sent to Mike Butler, Interim Highway Services Manager, re the cleaning up of Old Orchard, Walcot Street, Bath (see below)? I should also like to add that this is a matter affecting the public realm in the middle of the World Heritage Site, and that the petition builds on a remarkably co-operative working relationship between the Council's Highways Department and the community.

### **Petition re cleaning up Old Orchard, Walcot Street, Bath**

**Please would you do everything possible to restore Old Orchard, Walcot Street, Bath to its proper standing as a public highway, and ensure that in future it is maintained accordingly. It is one of the last remaining historic side streets linking Walcot Street to the River Avon (see maps below), but over a number of years has been allowed to become a local rubbish tip (the photo shows it on one of its better days). This is no longer acceptable to the many residents, small businesses and newly-arrived complementary health centre for whom this narrow street provides the only access for both pedestrians and vehicles.**

**The following issues are all important and need to be addressed:**

- **improvement of sight-lines at the junction with Walcot Street**
- **restoration of the traditional road surface at the same junction**
- **signing to indicate a cul-de-sac with no turning head**
- **ban on all trade waste and recycling bins (except just prior to collection)**
- **regular road-sweeping**
- **repairs to concrete kerb to side of 90 Walcot Street**
- **repairs to damaged/dangerous gas meter boxes to the same building**
- **removal of ground-floor extractor fan and grill to 90a Walcot Street (this appears to have neither planning permission nor listed building consent)**
- **educating local smokers about dropping their cigarette ends on the street**
- **educating Club XL about queue management and the use of fire exits as alternative entrances (both of which are intimidating to residents, restaurant-goers and general passers-by, mostly due to an insistence on queuing etc in the wrong direction)**

**It is recognised that this is a 'work in progress' and that some of the above have already been improved, which is very encouraging. However much of what remains can only be resolved with additional help from various parts of the Council, and this is what we are now asking for.**

<b>Answer from:</b>	Councillors David Dixon and Paul Crossley
<p><i>Officers from Environmental Services have been working with the local community for several weeks on the range of issues noted by Rae Harris, in the most part these have been relatively straightforward to address and where the solution required is improved community relationships we have promoted improved communications between the interested parties.</i></p> <p><i>The issues remaining revolve around parking/ access and storage and to that end Rae has canvassed the local community in support of the changes, albeit minor changes are required, to the parking places around the entrance to Old Orchard. We have received numerous emails in support of the changes.</i></p> <p><i>A further site meeting has been arranged with Mr Harris and officers will continue to work with the community to achieve the most effective solutions available within budgets and overall strategic and operational requirements.</i></p>	

<b>P 02</b>	<b>Question from:</b>	Karen Emery
<p>There is a lot of confusion in the eyes of the general public as to the situation of the Radstock road scheme, the safety audit, the housing funds, the underpass and the future of the oak tree. We were led to believe it would have all started by now with completion in the autumn. Clearly they are all linked in making the next one required or for the changes to happen. With that in mind, Can you clarify where we are exactly with all of these topics and if indeed what time scale we are now realistically dealing with, if at all?</p>		
<b>Answer from:</b>		Councillor Paul Crossley
<p><i>The Council has listened to the concerns raised regarding the oak tree is the centre of Radstock and has agreed to do what can be done to save the tree. The best chance to successfully transplant the tree will be in November. In addition to transplanting, work is underway to cultivate cuttings from the existing tree.</i></p> <p><i>Work to the road cannot take place until the tree has been removed from its existing location.</i></p> <p><i>In the meantime, the Council is liaising with Linden Homes to work out how best to accommodate the new improved road scheme within the wider development of the former railway land. A more detailed programme will be available within the next 3 months.</i></p>		

<b>P 03</b>	<b>Question from:</b>	Lesley Mansell (Chair, Radstock Town Council)
<p>Last year B&amp;NES said they are committed to regeneration in Radstock. Can the council explain how and when it intends to address the following:</p> <ul style="list-style-type: none"> <li>• re-energise the Radstock and Westfield Economic forum and develop an action plan to promote regeneration</li> <li>• start the new housing development in the centre of Radstock</li> <li>• start the new road scheme</li> <li>• support traders in Radstock following the Portas application</li> <li>• develop a retail impact assessment for Westfield and Radstock to guide the Sainsbury's application and other potential future initiatives</li> <li>• provide support to and consult with Radstock Town Council to produce a neighbourhood plan for Radstock</li> </ul>		
<b>Answer from:</b>		Councillor Paul Crossley
<p><i>The Council is already spending significant resources in Radstock to support regeneration. This year the Council has:</i></p> <ul style="list-style-type: none"> <li>• <i>Set aside a further £500,000 for infrastructure improvements for the town</i></li> <li>• <i>Allocated £486,000 for a new nursery in the centre of the town</i></li> <li>• <i>Set aside £300,000 for road resurfacing this year</i></li> </ul> <p><i>In addition to these investments, the following demonstrates the Council's continuing commitment to support the local economy:</i></p> <ul style="list-style-type: none"> <li>• <b>re-energise the Radstock and Westfield Economic forum and develop an action plan to promote regeneration</b></li> </ul> <p><i>The action plan will be finished at the end of July, a draft will be distributed to the members of the Economic Forum for comment in early August. The Economic Forum group will then meet in late September to agree the action plan interventions, set targets and milestones.</i></p> <p><i>The Economic Action Plan will contain a range of actions to support local businesses. These include a set of sector based initiatives to support businesses focussed on Manufacturing, Retail and Construction/ Low Carbon; the promotion of new business start-ups especially focusing on potential home working opportunities; a skills and employment plan, which will focus on supporting Norton Radstock College's new build and curriculum development, and the adult apprenticeship agenda.</i></p> <p><i>The Economic Forum and the Economic Development Action plan are not part of the physical regeneration plans for the area and are purely concerned with business and employment &amp; skills development.</i></p> <ul style="list-style-type: none"> <li>• <b>start the new housing development in the centre of Radstock</b></li> <li>• <b>start the new road scheme</b></li> </ul> <p><i>The Council has listened to the concerns raised regarding the oak tree is the</i></p>		



centre of Radstock and has agreed to do what can be done to save the tree. The best chance to successfully transplant the tree will be in November. In addition to transplanting, work is underway to cultivate cuttings. Work to the road cannot take place until the tree has been removed.

In the meantime, the Council is liaising with Linden Homes to work out how best to accommodate the new improved road scheme within the wider development of the former railway land. A more detailed programme will be available within the next 3 months.

- **support traders in Radstock following the Portas application**

The Council's Economic Development Team has approached the Town Council to participate in a set of supported business visits, aimed predominantly at local traders. The intention of these is to see how we can jointly help them through signposting to support. The particular focus will be on low carbon practices, such as low energy lighting and bill consolidation to help lower overheads – all of which would impact positively on the profitability of local companies.

Cllr Mansell and Fuller will be meeting with B&NES ED on the 17/07/2012 to have further discussion around the intention and principal of these visits, following the Town Council vote to support the visits in March.

- **develop a retail impact assessment for Westfield and Radstock to guide the Sainsbury's application and other potential future initiatives**

B&NES have a retail strategy for the district which is part of the Draft Core Strategy evidence base. It is available online. Any planning application for significant new retail space will be required to submit a retail impact assessment and this will be assessed through the planning application process.

- **provide support to and consult with Radstock Town Council to produce a neighbourhood plan for Radstock?**

The Council has prepared a range of information and practical support for Neighbourhood Planning. Including:

- A document entitled *My Neighbourhood: A Neighbourhood Planning Protocol for B&NES* which outlines the processes and practical support offered in B&NES
- Web-based resources, including the latest funding information [www.bathnes.gov.uk/neighbourhoodplanning](http://www.bathnes.gov.uk/neighbourhoodplanning)
- A series of Neighbourhood Planning focus groups (which a representative of Radstock TC attended)
- A series of talks, seminars and workshops on Neighbourhood Planning (many of which have been attended by Radstock TC). The latest briefing event on Neighbourhood Planning was held on 9th May in Radstock.

The Council has also been able to provide further information on Neighbourhood Planning and various funding sources for Radstock Town Council; although to date a request for further input into a Neighbourhood Plan has not been received. The Planning Policy team can provide further support on request (but at present these resources are limited). It is advisable that the Town Council register a formal expression of interest to undertake a Neighbourhood Plan with the Planning Policy team when they are ready to take the next steps.

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## Bath & North East Somerset Council

MEETING:	<b>Cabinet</b>
MEETING DATE:	<b>11 July 2012</b>
TITLE:	<b>City Deal - Bristol &amp; West of England</b>
WARD:	All
<b>AN OPEN PUBLIC ITEM</b>	
<b>List of attachments to this report:</b>	
<ul style="list-style-type: none"><li>• Appx 1 City Deal - West of England final document (setting out the principles)</li><li>• Appx 2 Unlocking Growth – Cabinet Office guide to City Deals</li></ul>	

### **1 THE ISSUE**

1.1 Government have accepted a proposal from the West of England Unitary Authorities (Bristol, Bath & North East Somerset, North Somerset and South Gloucestershire) to establish a City Deal with extra incentives to reward each authority for economic growth.

1.2 The proposal is only at an 'in principle' level and will require more detailed work before it can be recommended for approval. Once this work has been completed reports will be submitted to both Cabinet and Council during the autumn (September or November 2012).

### **2 RECOMMENDATION**

2.1 No Cabinet decision is sought. This briefing note outlines the Government's in principle acceptance of the City Deal proposal for the West of England and agrees that a further report be submitted to Cabinet and then Council in the autumn.

### **3 FINANCIAL IMPLICATIONS**

- 3.1 The financial implications are set out in the enclosures to the extent they have been assessed.
- 3.2 One of the key principles is that the proposal must demonstrate a better financial solution for each of the four West of England Unitary Authorities compared with the new financial settlement for local government which will apply from April 2013.
- 3.3 Under the new settlement for local government the first 50% of business rates growth (or reductions) will be retained locally. This is an incentive to invest in growth.
- 3.4 In 2020 the new system is due to be 'reset' and that may mean most of the benefits are removed to be pooled nationally and redistributed according to need. The arrangements for future resets are not yet clear and they will be difficult for government to apply so may be subject to damping or other changes.
- 3.5 The new system has many other features and is set out in the Communities and Local Government web site. The purpose of this paper is not to set out those details but simply to reference them as the relevant benchmark for the City Deal.
- 3.6 The City Deal will enable 100% of the growth in business rates from the Enterprise Areas and the Enterprise Zone (the EAs are spread between the UAs; the EZ is in Bristol only). Up to 90% of the business rates growth in B&NES could come from the Enterprise Area, based on figures in the draft Core Strategy.
- 3.7 The business rates growth or a proportion of it, from the EAs and the EZ will need to be pooled across the WoE under the proposals. This will then be shared to support investment in infrastructure but also retained for 'service and demographic pressures' in each UA.
- 3.8 This Council has been clear that it will want to ensure that it is substantially better off in the medium to long term under the proposals, that 'ring fencing' does not prevent it from investing in general service and demographic pressures, and that the governance of the pooled funding is right. This may mean in practice that the key issue is potentially about how the extra 50% of business rates retention is retained and governed.
- 3.9 The City Deal principles are set out in section 3 of the enclosed report. The detail has yet to be agreed and the modelling to date is high level. As a result there is not yet any formal agreement to participate in this deal albeit an expression of interest has been clearly lodged.
- 3.10 The levels of investment across the West of England are indicative, mainly outside B&NES, but need to be detailed and included in the relevant capital programmes and subject to Council approval. The enclosed report shows more information.

### **4 CORPORATE OBJECTIVES**

4.1 All of the Council objectives are affected but especially 'a stronger economy'.

- *Promoting independence and positive lives for everyone*
- *Creating neighbourhoods where people are proud to live*

- *Building a stronger economy*

## **5 THE REPORT**

- 5.1 A key element of the deal is the proposed financial arrangements and these are set out above and in the enclosure. This is the 'growth incentive'.
- 5.2 The other key elements of the Deal are set out in the enclosure and relate to:
- (1) Transport Devolution Agreement
  - (2) People and Skills Programme
  - (3) City Growth Hub
  - (4) Public Property Board
- 5.3 The public property board is Bristol only. This Council's workplaces project is already cross public and other sectors – as exemplified in the new Bath 'one stop shop'.
- 5.4 Bath Package transport scheme is unaffected by the proposals.
- 5.5 Much of the commitment to invest relates to Bristol and to some extent South Gloucestershire.
- 5.6 The benefits of the scheme stretch beyond its content today into associated benefits linked to the sub-region being well placed to attract government funding.
- 5.7 Governance arrangements have yet to be established and will be a key part of the deal, although the LEP Board will need to be consulted and their role in the new arrangements has yet to be defined.

## **6 RISK MANAGEMENT**

- 6.1 A risk assessment will be compiled alongside the proposed scheme as it is developed. Paragraph 3.8 is relevant, as will be the detailed modelling yet to be completed, and the equalities issue set out below.

## **7 EQUALITIES**

- 7.1 An equalities impact assessment will be compiled alongside the proposed scheme as it is developed.
- 7.2 A key issue is the retention of an ability to fund service and democratic pressures under the new arrangements at least as well as would be possible without the existence of a City Deal.

## **8 RATIONALE**

- 8.1 This report is for noting only. The work to date has enabled B&NES to remain part of the emerging proposals for the City Deal for the West of England if it so wishes.

## 9 OTHER OPTIONS CONSIDERED

9.1 The alternative options would be to exclude the Council from the Deal before the detail had been assessed. As it is, the Council is able to participate in the deal and benefit from any additional rewards for growth, albeit that various principles have been set as described 3.8 above.

## 10 CONSULTATION

10.1 *Group leaders, cabinet and statutory officers in the Council have been consulted along with the three other WoE UAs and the Government Cabinet Office.*

## 11 ISSUES TO CONSIDER IN REACHING THE DECISION

11.1 *Social Inclusion; Customer Focus; Sustainability; Human Resources; Property; Young People; Human Rights; Corporate; Health & Safety; Impact on Staff; Other Legal Considerations*

## 12 ADVICE SOUGHT

12.1 The Council's Monitoring Officer (Divisional Director – Legal and Democratic Services) and Section 151 Officer (Divisional Director - Finance) have had the opportunity to input to this report and have cleared it for publication.

<b>Contact person</b>	<i>Andrew Pate, Strategic Director - Resources</i>
<b>Sponsoring Cabinet Member</b>	<i>Paul Crossley - Leader</i>
<b>Background papers</b>	<i>Emerging new system of Local Government finance as set out on the CLG website.</i>
<b>Please contact the report author if you need to access this report in an alternative format</b>	

# Bristol City Region City Deal

**West of England**

Bath & North East  
Somerset Council



North  
Somerset  
COUNCIL

South Gloucestershire  
Council

**West of England**

Local Enterprise Partnership



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  - 3.4. City Growth Hub
  - 3.5. Public Property Board

# 1. Executive Summary

This Deal will unlock significant economic growth for the Bristol city region.

It is a proposition built on:

- Underlying economic strength in Bristol and the West of England, unmatched by any other core city region.
- An ambitious vision for the local economy and a growth strategy to unlock future potential.
- Clear and well-established partnership arrangements providing confident leadership and robust governance.

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The Bristol City Region Deal is made up of 5 main elements:

- **Growth Incentive Proposition**, the headline proposition in the Bristol Deal, creates a genuine incentive for the city region to invest in economic growth and job creation. The West of England authorities will be allowed to keep 100% of the growth in business rates raised in the city region's network of Enterprise Areas, over a 25 year period. This income will be used, in combination with other funding sources, to create an Economic Development Fund for the West of England worth £1 billion over 25 years. Income will also be used to manage local demographic and service pressures arising from economic growth. The Fund will deliver an investment programme designed to maximise economic returns in all the Enterprise Areas including the Temple Quarter Enterprise Zone. In addition, the Government will commit to a review of the scope for rolling out a growth incentive scheme across the West of England at the next Spending Review.
- The **Transport Devolution Agreement** will ensure that the necessary powers are devolved alongside the investment in major transport schemes and the Greater Bristol Metro. This includes: a 10 year transport funding allocation from the post 2014 national Major Transport Scheme Budget to enable delivery of the Greater Bristol Metro; programme flexibility for the delivery of the Bus Rapid Transit network enabling the West of England to recycle savings locally; and new powers over rail planning and delivery.
- The **People & Skills Programme** is focussed firmly on giving the business community real influence over skills provision in the city region, particularly over the £114 million of Skills Funding Agency funding for Further Education colleges for post-16 provision, with governance provided by the LEP Skills Group. In addition, an investment programme initially worth £5 million for employability and employee-ownership of skills pilots will be closely aligned with our spatial priorities in the form of the Economic Development Fund.
- The **City Growth Hub** will provide an enhanced inward investment service that will pool expertise and capacity across the West of England and provide additional support for inward investors to help grow their businesses and find the right skills locally to match their needs. The Hub will be located in the Temple Quarter Enterprise Zone, a shop-front location for the investment opportunities in the West of England. UKTI will work closely with the inward investment service to enhance the capability of the West of England to attract investment and boost trade. Similarly, DWP will work closely with the West of England to deliver an effective employment and skills pilot in the Enterprise Zone.
- The **Bristol Public Property Board** comprising all relevant Government departments and Bristol City Council will manage up to £1 billion of Bristol City Council assets and an estimated 180 land and property assets in the ownership of a range of other public sector partners. Integrated management of the portfolio will help to unlock more land for economic growth or housing, use assets to lever in other public and private sector investment and generate operational efficiencies by co-locating services.

## 2. Introduction

### 2.1 Underlying Economic Strength

**Bristol and the West of England present an unrivalled opportunity to unlock significant economic growth for UK plc. Historically, the economic performance of the city region has outstripped that of any other city with which Government is seeking to strike a deal<sup>1</sup>. This Deal is therefore designed to build on the area's underlying strengths to drive growth in the west and accelerate the UK's economic recovery.**

The city region has suffered during the current recession, but compared to other cities in the UK dependent on one or a few sectors, Bristol has been resilient to the downturn thanks to its broad economic base. As well as being particularly strong in well-established sectors of the economy such as financial services, distribution and aerospace engineering, Bristol and Bath are becoming a powerful force in high growth sectors such as microelectronics, creative industries, computing and environmental technologies. With a number of 'anchor' institutions in the city – the BBC, Watershed, the City Council – attuned to the opportunities that lie in collaboration across and between these sectors, Bristol is a 'hot spring of innovation'<sup>2</sup>, exploiting market opportunities and trialling innovative new approaches to public service delivery. The combination of internationally renowned research institutions, a highly networked ecosystem of SMEs, and the dense clustering of diverse organisations and businesses, means Bristol is rapidly being recognised as a living lab for developing innovative technologies that make cities 'smarter'. The statistics speak for themselves:

- The Bristol urban area has more businesses and registers more patents per 10,000 people than any other Core City.
- The city regional economy has the highest GVA per capita of any core city LEP area.
- The city has a higher proportion of the population with high-level qualifications than any other core city and the lowest proportion with no formal qualifications at all.
- With an employment rate of 76.7% Bristol also outperforms other core cities.

Economic success however, is closely coupled with high levels of population growth that lead to high living costs and house prices, and congested infrastructure. Bristol has experienced the highest population growth rates of any core city, and also has the highest house prices. The city region's impressive economic performance over past decades has occurred in spite of these side effects of success. This City Deal aims to unlock the burgeoning economic potential within the city region by accelerating the delivery of the 21<sup>st</sup> century infrastructure it deserves.

The Bristol city region is capable of generating 95,000 new jobs over the next 18-20 years, some 60,000 more than a 'business as usual' baseline. This objective is only deliverable as a result of significant investment in the drivers of productivity including infrastructure, skills and inward investment – investment that can only be generated by handing the city greater freedoms and flexibilities to raise finance and re-invest the dividends of success.

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<sup>1</sup> Cities Outlook 2012 – Centre for Cities

<sup>2</sup> McKinsey / World Economic Forum



## 2.2 Governance

The West of England local authorities form one of the **longest established city regional partnerships** in the country, and have been working together formally for 10 years on transport, planning, housing and economic development. The partnership has been **resilient to political change** within its constituent authorities, with the four local authority Leaders working closely together with a joint Transport Executive and Planning & Housing Board to agree strategic transport plans, undertake housing market assessments and take a coordinated approach to planning. The formal establishment of the West of England Local Enterprise Partnership (LEP) in 2011 enhanced existing local authority governance arrangements by developing a model for **effective business engagement** that brings together not only the main business organisations – IoD, FSB, CoC, CBI and Business West – but also a wide range of sector based organisations that provide a rich evidence base on which to build an economic strategy.

The rationale behind the four local authorities of Bristol, Bath & NE Somerset, South Gloucestershire and North Somerset working together, is firmly rooted in the economic realities of the city region. The West of England geography is a **functioning economic area**, boasting over 89% 'economic containment'<sup>3</sup>. There is a powerful logic for delivering policy connected with economic growth – transport, skills, planning – at this scale. This rationale has underpinned partnership working in the West of England for many years, and was central to our bid to form a LEP in September 2010.

The LEP, along with associated sector-based and thematic groups, has developed as a natural progression from local authority partnership arrangements. Whilst a Business Advisory Group provides a forum for the wider business community to advise, challenge and hold to account the business members on the Board, a 'Stakeholder Group' performs a similar function for the local authority Leaders. This group engages all political parties, as well as other social, economic and environmental partners, ensuring that the partnership is resilient to political change within any one of its member authorities and engages with a range of partner organisations. Partnership working between the local authorities is strong and underpinned by robust working relationships between the four local authority Leaders and Chief Executives, who meet regularly and work together on a whole range of issues, including those presented by the LEP. The model is agile and responsive, not constrained by undue formality, and seen as a robust mechanism for delivering on behalf of the West of England.

On 3<sup>rd</sup> May 2012, Bristol said 'yes' in a referendum to have elected Mayor for the city. In the Government's *Unlocking Growth in Cities* document, published in December 2011, it states:

"leadership and accountability: where cities want to take on significant new powers and funding streams, they will need to demonstrate strong, accountable leadership, an ambitious agenda for the economic future of their area, effective decision-making structures, and private sector involvement and leadership (**cities with a directly elected mayor will meet this requirement**)"

In addition to these arrangements, some specific, detailed governance arrangements have been developed in response to the City Deal opportunity, including the agreed, strengthened governance arrangements for transport delivery.

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<sup>3</sup> Over 89% of residents both live and work in the West of England area

## 2.3 Vision and strategy for growth

Our vision for Bristol & the West of England set out in the September 2010 proposal to establish the LEP, will deliver:

- 95,000 jobs by 2030
- 3.4% annual cumulative GVA growth by 2020
- £1 billion private investment
- a well motivated workforce with the skills that businesses need
- long-term sustainable economic recovery

The strategy for delivering this vision is based on three simple objectives:

- Create **places** where business will thrive
- Shape the local workforce to provide **people** businesses need to succeed
- Attract and retain **investment** to stimulate and incentivise growth

### Places

At the heart of Bristol and the West of England's strategy for growth is the network of six locations for enterprise and employment growth, including the Temple Quarter Enterprise Zone and five Enterprise Areas. Investment is targeted at providing the infrastructure these locations need to attract and grow business, as well as creating the integrated transport network required to connect them.

From 2016, a newly electrified line will provide a rapid rail connection to London and Cardiff. From both the national rail network and from Bristol's international airport, passengers will ultimately be able to join with a local integrated transport system – whether that's on the Bus Rapid Transit network, or by rail via the Greater Bristol Metro.

### People

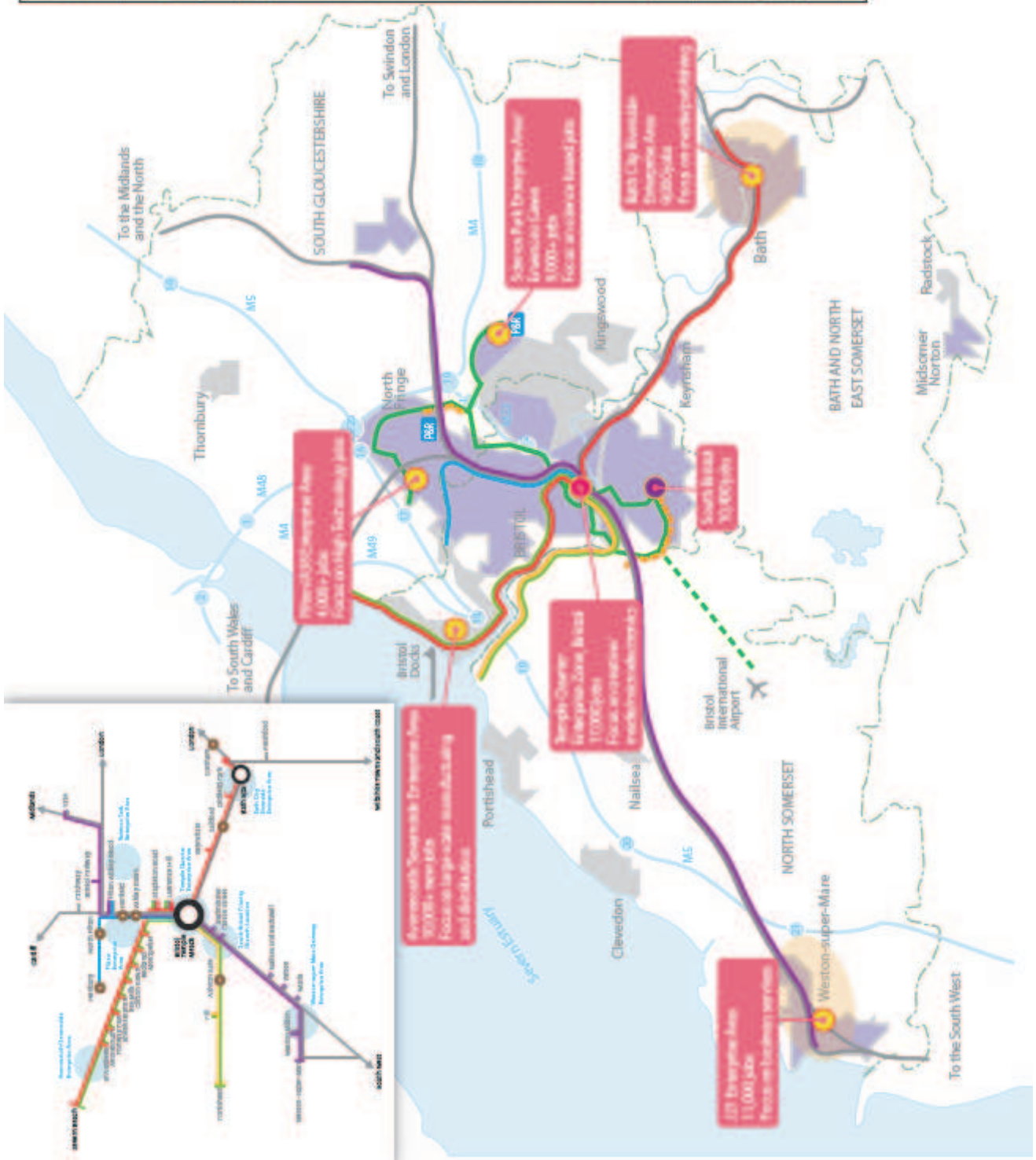
The Enterprise Zone and Enterprise Areas provide the well-connected places in which to do business, but in order to grow our economy we also need invest in a well-motivated workforce with the skills that businesses need. Our vision sees the creation of this workforce by growing the number of apprenticeships in the area; reducing the mismatch between specific skills needed by businesses and the provision on offer; placing a specific emphasis on employability skills by working with schools, FE and HE, and; supporting graduates with accessing local employment opportunities.

### Investment

None of these ambitions can be achieved without the investment required to stimulate growth. The Bristol city region presents a solid investment opportunity and will generate a return, so the strategy for generating investment in the local economy uses financial mechanisms to re-invest the dividends of growth through the business rate system. The city region has already for example created a £55m revolving infrastructure fund to pump prime the Economic Development Fund outlined below; secured a package of investment worth £244 million for the West of England major transport schemes; secured £24m from central Government through the Local Sustainable Transport Fund; and successfully bid for up to £12 million from the Superconnected Cities Fund.

**Key:**

- Existing Network
- Motorway
- Local Authority Boundary
- Transport Major Schemes:
  - Rapid Transit
  - Rapid Transit Feeder Service
  - Transport Links
  - Transport Package
- New Park & Ride Site
- New Homes and Jobs, 2006 - 2030:
  - Enterprise Zone\*
  - Enterprise Areas\*
  - Other Major Employment Site\*
- Priority Growth Locations
- Greater Bristol Metro Phases 1 & 2
  - Existing rail services (local and inter-Regional)
  - Portishead to Severn Beach
  - Portishead to Bristol
  - Bath to Bristol Temple Meads (and extension to Severn Beach)
  - Weston-super-Mare to Yate
  - Henbury to Bristol Temple Meads





# 3. City Deal

## 3.1 Growth Incentive

The West of England local authorities will retain 100% of business rates growth in the five West of England Enterprise Areas, and will pool this revenue with that from the existing Temple Quarter Enterprise Zone, generating a significant financial contribution for the £1bn West of England Development Fund. Income will also be used to manage local demographic and service pressures arising from economic growth. There will be a legally binding commitment to ensure that all investment through the Economic Development Fund is targeted to projects that will maximise economic returns. The Government will commit to a review of the scope for rolling out a growth incentive scheme to cover the entire West of England area at the next Spending Review.

<b><i>The Government will:</i></b>	<b><i>The West of England local authorities will:</i></b>
<ul style="list-style-type: none"> <li>○ Provide a licensed exemption from the effects of the resets and levies of the local government finance system in five Enterprise Areas over 25 years, enabling the West of England to retain 100% of business rates growth in these areas.</li> <li>○ The rest of the West of England area will not be subject to any licensed exemptions from the national local government funding system. Government will commit to a review of the scope for rolling out a growth incentive scheme to cover the entire West of England area, at the next Spending Review, providing the West of England local authorities agree to pool their business rates.</li> <li>○ Agree with the West of England LEP a consistent set of contractual obligations, programme level monitoring and governance arrangements (in line with arrangements for the Growing Places Fund) for existing and all future economic development funding from Government, to support the local management of economic development resources as a single pot.</li> </ul>	<ul style="list-style-type: none"> <li>○ Pool the business rate growth from these five Enterprise Areas alongside that from the existing Enterprise Zone, generating a significant financial contribution to the £1bn West of England Economic Development Fund.</li> <li>○ Agree a legally binding commitment between the four West of England local authorities and the LEP that: a) Economic Development Fund investments target projects that will maximise economic returns; b) the Council's ability to cover costs associated with growth is protected, to mitigate local demographic and service pressures; and c) there is an equality of approach across all 6 Enterprise Zone/Areas for determining how allocations of business rate revenues to the Economic Development Fund are made.</li> </ul> <p><i>Agreements are subject to formal Council approval of detailed plans.</i></p>
	<p><b><i>The West of England local enterprise partnership will:</i></b></p> <ul style="list-style-type: none"> <li>○ Deliver a £1bn programme of investment from the Economic Development Fund to unlock and accelerate economic growth in the West of England. This single pot will comprise business rate revenues, used in conjunction with Government funding streams to deliver an investment programme focussed on the Enterprise Zone and five Enterprise Areas. An independent financial sounding-board, including banking and financial experts from the private sector, will support the programme in an advisory capacity.</li> </ul>

## Impact

By 2030, investment will result in net additional jobs over current baseline growth projections, bringing total job creation between 2012 and 2030 to at least 95,000. Over 60,000 of the jobs will be created directly in the Enterprise Zone and Enterprise Areas, with the remainder unlocked in other growth locations as a consequence of city regional infrastructure improvements and agglomeration effects of the Enterprise Area investment programme.

Specifically:

- The investment of £61m in the Temple Quarter Enterprise Zone will deliver 17,000 new jobs, with a focus on the growth of businesses in the creative/media/microelectronics sectors.
- The investment of £69m in Weston-super-Mare will deliver 11,000 new jobs in the J21 Enterprise Area, with a focus on business services, and help rebalance one of the parts of the West of England economy that has performed less well in the past.
- The investment of £84.2m in the Avonmouth/Sevenside Enterprise Area will unlock one of the largest economic development areas in the country and deliver in excess of 10,000 new jobs in large scale manufacturing and distribution.
- The investment of £20m in Bath's City Riverside Enterprise Area will deliver 9,000 new jobs, with a focus on the media and publishing sectors.
- The investment of £30m in the Filton and Science Park Enterprise Areas will deliver over 13,000 new jobs in science-based and high technology industries.



### 3.2 Transport Devolution Agreement

The West of England will put in place agreed strengthened governance arrangements in order to take on greater responsibility for transport infrastructure in the city region. New responsibilities will include a 10 year transport funding allocation from the post 2014 national Major Transport Scheme Budget to deliver the Greater Bristol Metro; total financial flexibility to deliver the West of England Bus Rapid Transit schemes as a single programme; and greater responsibility for local rail services and facilities.

<b><i>The Government will:</i></b>	<b><i>The West of England local authorities and local enterprise partnership will:</i></b>
<ul style="list-style-type: none"> <li>○ Subject to evidence of the agreed strengthened governance arrangements grant a 10 year allocation from the post 2014 national Major Transport Scheme Budget for the delivery of the Greater Bristol Metro.</li> <li>○ Agree to a flexible programme for the delivery of the West of England Bus Rapid Transit network so if, for example, one of the three projects within the programme is delivered with a cost saving, the West of England can reallocate the funding rather than return the funding to Government.</li> <li>○ Recognise the natural economic geography of the West of England in the creation of Local Transport Bodies to oversee devolved major schemes funding post 2015.</li> <li>○ Help facilitate the establishment of appropriate devolved arrangements for rail, including:               <ul style="list-style-type: none"> <li>▪ undertaking an advisory role to the High Level Steering Group;</li> <li>▪ agreement in principle to the devolution of planning and delivery arrangements required to deliver the Greater Bristol Metro; and</li> <li>▪ ensuring that the franchise specification process for the Great Western franchise enables the West of England's key priorities to be delivered during the life of the franchise and facilitates a transition to a position where the City Region takes on greater responsibilities.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>○ Invest devolved major transport scheme funding from the DfT in a city region transport network, including the Greater Bristol Metro, as part of a ring fenced element of the Economic Development Fund.</li> <li>○ Put in place the agreed clear, accountable and robust governance arrangements for managing the three Bus Rapid Transit schemes as a single programme. Reporting will be to the existing West of England Joint Transport Executive Committee. As part of the Programme Manual there will be a Joint Promotion Agreement for the three BRT Network schemes.</li> <li>○ Establish a local High Level Steering Group to take forward devolved arrangements for rail and ensure that appropriate governance arrangements are in place. Also considering how neighbouring authorities and the Welsh Assembly Government are represented, the High Level Steering Group will set up an Executive body to manage newly devolved responsibilities for rail including input to the future development of any rail industry plans and strategies. The Executive body will report to the West of England Joint Transport Executive Committee.</li> </ul>

## Impact

- The investment in the five major transport schemes that have DfT funding, will connect the Enterprise Zone and Enterprise Areas, and generate additional economic output of £356m per year (2010 prices). The Rapid transit network will also serve disadvantaged areas in South Bristol, opening up job opportunities in the Enterprise Zone and Enterprise Areas to local residents and providing the conditions for businesses to flourish in South Bristol generating an additional 10000+ jobs.
- The investment in the Greater Bristol Metro will not only improve the connectivity with and between the Enterprise Zone and Enterprise Areas, but will also enable the delivery of a number of other significant economic and housing sites in the West of England, including North Yate (3,000 homes), Harry Stoke (3,200 homes) MoD at Filton (increase of over 1000 jobs), Wallscourt Farm (800 new homes and 6ha employment land), new stadium for Bristol Rovers at Filton, Keynsham Town centre and Somerdale (700 new homes and 20,000m<sup>2</sup> employment land).



### 3.3 People and Skills Programme

The West of England Local Enterprise Partnership will produce a single skills investment plan linked directly to the LEP jobs growth agenda, complementing the capital investment programme from the Economic Development Fund. The plan will shape and drive £114m of funding for the Further Education colleges in the city region for post-16 provision.

<b><i>The Government will:</i></b>	<b><i>The West of England local enterprise partnership will:</i></b>
<ul style="list-style-type: none"> <li>○ Formally recognise the role of the West of England LEP as the body through which the FE providers need to account to the local business community for the relevance, impact and quality of provision.</li> <li>○ Develop a formal mechanism through the SFA to ensure that accountability will be delivered and monitored through the LEP/FE consortium compact.</li> <li>○ Implement explicit and specific arrangements for the West of England LEP city-region to ensure that all bidding for non-mainstream skills funding (including ESF funding) is aligned with and provides additionality to the provision within the West of England Skills Plan.</li> <li>○ Support the integration of appropriate local National Apprenticeship Service (NAS) resource into the City Apprenticeship Hub. This will comprise officer support from NAS at local level.</li> </ul>	<ul style="list-style-type: none"> <li>○ Implement a single skills investment plan linked directly to the West of England LEP jobs growth agenda, and complementing capital investment through the Economic Development Fund, for the whole of FE college post-16 provision with a total value of £114m.</li> <li>○ Create a City Apprenticeship Hub to deliver an average of 5% per annum increase in 16-24 apprenticeship starts over 3 years (2013-15).</li> <li>○ Develop and implement the business-led Charter Mark to enhance the employability of young people entering the labour market.</li> <li>○ Provide strong governance through the West of England LEP Skills Group with sustainable collaboration between business, the city-region and learning providers.</li> </ul>
<p><b>Impact</b></p> <p>The estimated impact of these proposals would be:</p> <ol style="list-style-type: none"> <li>1. 3,000 18+ college graduates at NVQ level 2 and below will be work-ready, as defined by business through the CharterMark, over 2 years;</li> <li>2. 5% increase year on year in apprenticeships created in the West of England;</li> <li>3. 500 businesses engaged in shaping the skills agenda through the LEP sector groups;</li> <li>4. 150 businesses (75% of which are SMEs) have been drawn together to collaborate intensively in the co-design and delivery of training provision in LEP priority sectors; and</li> <li>5. 5% year on year increase in private sector investment in training delivered through colleges.</li> </ol>	

### 3.4 City Growth Hub

The creation of a City Growth Hub based in the Temple Quarter Enterprise Zone, bringing together a shared inward investment service, and a skills and recruitment hub, along with additional support for inward investors to help grow their business and find the right skills local to match their needs.

<b><i>The Government will:</i></b>	<b><i>The West of England local authorities and local enterprise partnership will:</i></b>
<ul style="list-style-type: none"> <li>○ In advance of business rate income coming on stream from the Enterprise Zone to support this activity, Government will provide up to £2.25m to support the objectives of the City Growth Hub.</li> <li>○ Establish closer, integrated working relationships between the West of England's Inward Investment Service and UKTI, to ensure resources and expertise are aligned behind common objectives for the city region. UKTI will provide regular contact and support. Including:               <ul style="list-style-type: none"> <li>● The UKTI South West Inward Investment Partnership Manager to act as lead point of contact.</li> <li>● The UKTI Investment Services team to make regular use of 'touch-down' points within the City Growth Hub on a weekly basis to support the shared inward investment service.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>○ Develop the City Growth Hub as an umbrella facility co-locating the West of England Inward Investment Service, the Skills and Recruitment Hub and additional support for inward investors to help grow their business and find the right skills local to match their needs, within the Temple Quarter Enterprise Zone.</li> <li>○ The West of England authorities have already committed to the creation of a shared inward investment service for the city region located in the Temple Quarter Enterprise Zone.</li> <li>○ Develop a firm agreement with UKTI to ensure that the inward investment and trade objectives of the West of England Service and UKTI are closely aligned.</li> <li>○ We will work with the University of Bristol and other partners to locate a SETSquared incubator to the Enterprise Zone as part of a 'Creative Harbour' proposition.</li> </ul>
<ul style="list-style-type: none"> <li>○ The UKTI Investment Services Team will, within the context of their 'UK First' approach, support the City Growth Hub through:               <ul style="list-style-type: none"> <li>● Sector Proposition Development;</li> <li>● FDI Lead Generation;</li> <li>● Enterprise Zone Proposition Development;</li> <li>● Shared Service Review; and</li> <li>● International Trade Adviser (ITA) support.</li> </ul> </li> </ul>	<p><b><i>Bristol City Council will:</i></b></p> <p>Conclude feasibility studies to determine the appropriate funding model for a new arena and exhibition space in the Temple Quarter Enterprise Zone, and moving to delivery.</p>

- Ensure that DWP allow JobCentrePlus to deploy the local Flexible Fund for 'pre Work Programme' unemployed people, according to criteria and priorities defined by an Enterprise Zone Skills Task Group.
- Where appropriate, DECC and the Green Deal team will work with Bristol and the West of England to develop and deliver plans for 'Go Early' Green Deal roll out, demonstrating what role Bristol and the wider West of England can play, focusing on how other key players such as LEAF communities, Social Housing Providers and the Private Rental Sector could be involved and how public awareness could be driven through community engagement activities, such as show homes.

### **Impact**

This element of the Deal will support attracting a target £1 billion of private sector investment. The proposition will also work to ensure that at least 70% of the projected jobs growth ambitions for the city region and for the Enterprise Areas represent indigenous growth – i.e. they are jobs created within new businesses or by firms hiring from within the local workforce.

Specific estimated impacts include:

- 80 new businesses in the Enterprise Zone in the next 5 years, with 20 of these resulting from FDI successes, creating up to 1,000 jobs.
- Of the city region total of 95,000 new jobs, 23,000 (c25%) delivered as a result of inward investment, including FDI.
- 72,000 jobs created through growth of the existing business base and new start-ups.
- Increase the percentage of Bristol companies exporting by 5% within 5 years with an ultimate ambition of exceeding the EU average.

### 3.5 Public Property Board

Comprising all relevant government departments and Bristol City Council, the Board will manage up to £1 billion of City Council assets and an estimated 180 land and property assets in the ownership of a range of other public sector partners. Integrated management of the portfolio will help to unlock more land for economic growth or housing, use assets to lever in other public and private sector investment and generate operational efficiencies by co-locating services.

<b><i>The Government will:</i></b>	<b><i>Bristol City Council will:</i></b>
<ul style="list-style-type: none"> <li>○ The Homes and Communities Agency and the Government Property Unit will sit on the Public Property Board, combining their complementary responsibilities at city level.</li> <li>○ HCA and GPU will provide technical support and facilitate the involvement of Government departments and other public bodies where relevant.</li> <li>○ Agree on a consistent typology of assets to be included for consideration by the Property Board that is shared by the local authority and other public sector partners.</li> <li>○ The HCA will provide direct support for developing the models for any delivery vehicles that may arise out of the longer-term aspirations of the Property Board.</li> </ul>	<ul style="list-style-type: none"> <li>○ Work with relevant Government Departments and local agencies to develop an appropriate model for the Property Board, including establishing a shadow Board.</li> <li>○ Commit to taking a single portfolio approach with relevant land and property assets according to a 'typology' agreed by the Board.</li> </ul>
<b><i>The Bristol Public Property Board will:</i></b>	
<p>Develop a detailed work plan that will set out the portfolio of land that it would manage and the benefits that this approach would yield. Bristol will present this work plan to Minister for Cabinet Office and the Minister for Cities in early 2013 (the Mayor will be elected in November 2012). These Ministers will expect Government departments that directly hold assets in this portfolio to sign up to a shared strategic approach, provided that clear benefits can be demonstrated and no significant operational risks are posed.</p>	
<p><b>Impact</b></p> <p>Subject to agreement by the Minister for the Cabinet Office and the prospective Mayor of Bristol, the Public Property Board would manage a portfolio worth up to £1 billion of local government assets, and 180 assets from other parts of the public estate in Bristol.</p>	

# Unlocking growth in cities: city deals – wave 1

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# 1. City Deals: Progress to date

The Coalition Government is committed to unlocking the full growth potential of our cities. We want powerful, innovative cities that are able to shape their economic destinies, boost entire regions and get the national economy growing. But to unlock their full potential, we need a major shift in the powers and levers available to local leaders and businesses to drive growth. To achieve this, the Government has launched a programme of city deals.

1.1 The first wave of city deals has focused on the eight largest cities outside London and their wider economic areas. Each deal is bespoke and reflects the different needs of individual places but every deal aims to:

- **Give cities the powers and tools** they need to drive local economic growth;
- **Unlock projects or initiatives** that will boost their economies; and
- **Strengthen the governance** arrangements of each city.

1.2 And each and every deal represents a genuine transaction – with both cities and Government offering and demanding things in return.

1.3 We have concluded deals with Greater Birmingham and Solihull, Bristol and the West of England, Greater Manchester, Leeds City Region, Liverpool City Region, Nottingham, Newcastle and Sheffield City Region. Across these deals there is an impressive picture of

devolved powers and new and innovative ways of doing things that will unlock growth and deliver jobs.

1.4 The core cities have estimated that the first wave of deals will create **175,000 jobs over the next 20 years and 37,000 new apprenticeships**. If achieved, this is a significant contribution to our economy – one that will create real opportunities for real people across the country. Crucially, through these deals the core cities are embarking on new and innovative ways of driving local economic growth. Taken together, these deals provide a suite of new freedoms, powers and tools to help cities go for growth.

## Greater powers and incentives to invest in growth

- **Earn Back:** a new payment by result model that incentivises a city to invest in growth in return for a share of the national tax take. (Greater Manchester)

- **New Development Deals:** the freedom to deliver critical infrastructure through tax increment financing, with the ability to borrow against future business rate income in key development zones. (Newcastle, Sheffield and Nottingham)
- **Economic Investment Funds:** the power to pool multiple funding streams and business rate income into a single investment fund, leverage private sector capital and invest in local priorities. Cities will be able to create self-sustaining investment funds that will reduce dependence on central government grants. (Greater Birmingham and Solihull, Bristol and West of England, Greater Manchester, Leeds city Region, Liverpool City Region and Sheffield City Region)
- **City apprenticeship hubs:** enabling cities to boost apprenticeship numbers by supporting SMEs take on apprentices through Apprenticeship Training Agencies, brokerage and incentive payments. (Bristol and the West of England, Greater Manchester, Leeds City Region, Newcastle and Nottingham)
- **Localised youth contracts:** local alternatives to the national 16-17 youth contract programme, with cities having the power to design and deliver local models to reduce NEETs. (Leeds City Region, Liverpool, Newcastle)

### Greater powers and levers to deliver the skills and jobs that local businesses and people need

- **Local skills funding model:** a new model of skills funding that will match local contributions (public and private) with national funding to provide a skills budget that cities will control to invest in the skills that local businesses need. (Sheffield City Region)
- **Skills Bank:** an employer owned mutual that will match public sector funding with private sector investment and allow businesses to buy the skills and apprenticeships that their local economy needs. (Liverpool City Region)
- **Outcome incentives:** new models to give cities greater influence over the skills system by using incentive payments or payment by results. (Greater Manchester and Liverpool City Region)
- **Local venture capital fund:** a localised model that will match national funding with local contributions to create a venture capital fund that will invest in high tech start up and growth businesses across an economic area. (Nottingham)
- **Business Growth Hubs:** city led business hubs that bring together all the support, advice and services that investors and local businesses need to locate, grow and trade. (Greater Manchester and Bristol and West of England)

### Greater freedoms and tools to support local businesses

### Greater powers and resources to drive critical infrastructure

- **Rail devolution:** increase city control over rail services by devolving greater responsibility for commissioning and managing franchise arrangements for local and regional rail services (e.g. Northern Rail). (Bristol and West of England, Leeds City Region, Greater Manchester and Sheffield City Region)



- **Devolution of local transport majors funding:** matching local resources with devolved transport budgets so cities have the power and resources to make strategic transport investments. (Greater Birmingham and Solihull, Bristol and West of England, Leeds City Region, and Sheffield City Region)
- **Localised asset management:** joint investment programmes that bring together local and national assets in an economic area to unlock resources for housing development and regeneration (Greater Birmingham and Solihull, Bristol and West of England, Greater Manchester, Liverpool and Newcastle).
- **Broadband:** Resources to deliver super fast broadband across cities. (Bristol and West of England, Greater Manchester, Leeds City Region, Newcastle, Greater Birmingham and Solihull).
- **Low carbon pioneering cities:** local programmes that will help cities make critical investment in green infrastructure and technology; generate low carbon jobs; and accelerate reductions in emissions. (Greater Birmingham and Solihull, Leeds City Region, Greater Manchester, Newcastle, Nottingham)

New powers and responsibilities have been matched by strengthened governance and accountability.

1.5 Liverpool and Bristol have voted to have **directly elected mayors** supported by strong decision making structures across the wider economic area; Leeds and Sheffield have joined Greater Manchester in forming a West Yorkshire and South Yorkshire **Combined Authorities**; Newcastle is working with the seven authorities across their economic area to take steps towards a North East Combined Authority; Birmingham is an unusually large Local Authority - one of the biggest in Europe - and has developed strong private sector leadership and decision making across the Local Enterprise Partnership; and Nottingham's City Deal is focussed on a particular area of the City Centre – the Creative Quarter – which is wholly within the city council's boundaries and Nottingham has created a new Private Sector Governance arrangement to deliver the Deal.

1.6 Huge progress has been made in just over seven months since the publication of '*Unlocking growth in Cities*'. But city deals are not a 'one time' event but a continuing process. Over the months and years ahead, the core cities will need to make the most of these new powers and projects; show that local power and initiative can and does work; and come back to Government to negotiate greater powers and freedoms.

## 2. Summary of City Deals

### Bristol and West of England LEP

(Bath and North East Somerset, City of Bristol, North Somerset, South Gloucestershire)

Bristol estimates that the deal will deliver 40,000 jobs across the Enterprise Areas and existing Enterprise Zone and over £1bn of investment to drive local economic growth over the next 25 years, as a result of new financial powers.

#### Summary

- The West of England will get new financial powers to drive economic investment through 'Growth Incentive'. The West of England will invest its own resources in critical infrastructure projects that will maximise growth. In return, the West of England will retain 100% of their business rate growth in five Enterprise Areas for 25 years. This business rate income will be pooled and pumped into a £1bn economic development fund which will invest in more growth maximising projects.
- The deal also includes a ten year allocation of local transport majors funding to deliver the Greater Bristol Metro, and further initiatives on employment and skills, inward investment, and public property.

2.1 The West of England Local Enterprise Partnership area has a population of over 1 million and has around 450,000 jobs. Bristol has a higher proportion of the population with high-level qualification than any other core city and the lowest proportion with no formal qualifications at all, and had the highest net private sector jobs growth rate of any major English city outside of London. Furthermore, the Bristol urban area has the highest GVA per capita of the core cities.

2.2 However, high levels of population growth have led to high living costs and house prices, and congested infrastructure. The City Deal will unlock the economic potential of the West of England by accelerating the delivery of the 21<sup>st</sup> century infrastructure needs. The West of England is capable of generating 95,000 new jobs over the next 20 years, but this is only deliverable as a result of investment in infrastructure which can only be generated by handing the city much greater freedoms and flexibilities to raise finance and re-invest the dividends of success.

## Bristol's City Deal has five parts:

- 1) **Growth Incentive:** The West of England will get new financial powers to drive economic investment through a growth incentive. The West of England will invest its own resources in critical infrastructure projects that will maximise growth and create 40,000 jobs. In return, the West of England will retain 100% of their business rate growth in five Enterprise Areas for 25 years. This business rate uplift will be pooled and pumped into a £1bn economic development fund which will invest in more growth maximising projects, creating a revolving investment programme.
- 2) **Transport:** in return for strengthened governance arrangements, the Government will give the West of England a ten year allocation of local majors funding to deliver the Greater Bristol Metro; greater control and freedom to deliver the Bus Rapid Transit Network, including the ability to recycle savings locally; and new powers over rail planning and delivery.
- 3) **Public Property Board:** create a new Public Property Board, made up of relevant Government departments and Bristol City Council, which will manage public sector assets in the city – including up to £1bn of City Council assets and an estimated 180 public sector land and property assets. This will unlock more land for economic growth and housing, use assets to lever in other public and private sector investment for regeneration and generate savings by co-locating services.
- 4) **City Growth Hub:** establish a City Growth Hub that will bring together all the facilities and services that businesses need to grow. The Hub will be co-located in the Temple Quarter Enterprise Zone and will create a 'one stop shop' for foreign investors and exporters with the aim of boosting trade in the West of England. UKTI will strengthen the capacity of the hub by sharing resources and expertise.
- 5) **People and Skills:** the business community will be given real influence over skills provision in the West of England, particularly over the £114m of Skills Funding Agency funding for Further Education colleges, through a Local Enterprise Partnership Skills Group. The Group will agree and deliver a single skills investment plan linked directly to the West of England's jobs strategy. As part of this deal, West of England will deliver a 5% per year increase in apprenticeship starts for 16 to 24 years olds over 3 years.

## Governance

The people of Bristol voted to have a Mayor at the recent referendum. The Mayor will be elected on 15 November and will strengthen Bristol's leadership, putting in place a strong, stable and visible leader for a four year term.

The City Deal is also strengthening governance across the West of England with the pooling of business rates, a legally binding agreement to ensure investment is focused maximising economic returns and strong Local Enterprise Partnership-wide governance arrangements on transport, skills and the City Growth Hub.

## Greater Birmingham and Solihull LEP

(Birmingham, Bromsgrove, Cannock Chase, East Staffordshire, Lichfield, Redditch, Tamworth, Wyre Forest)

Birmingham estimates that the deal will deliver more than 10,000 additional jobs, through new investment in the life sciences sector and expansion of the Green Deal programme, alongside leveraging in over £15bn of private sector investment over 25 years as a result of new financial powers.

### Summary

- The Birmingham City Deal tackles the greatest constraint on local economic action – flexibility over how public funds are spent in the local economy – and will create GBS Capital, a £1.5bn investment fund, to aggregate, manage recycle and invest public funds to deliver LEP priorities.
- The deal also includes further investment in the local life sciences sector, which will deliver 2,000 jobs, and green investment that will deliver 8,000 jobs by 2020. The deal also includes initiatives on skills, and housing.

2.3 Birmingham is England's second city and the economy of the Greater Birmingham and Solihull (GBS) Local Enterprise Partnership supports 900,000 jobs and generates £34bn of GVA, with a population of almost 2 million people. However, Greater Birmingham and Solihull faces some critical challenges including high unemployment, low levels of skills and constraints around unlocking key development sites. The inability to effectively flex, prioritise and leverage the public funds spent in the local area is also of specific concern to Birmingham and Solihull.

2.4 The Greater Birmingham and Solihull LEP has ambitious plans to create a net increase of 100,000 private sector jobs by 2020 and increase GVA by over £8bn over the same period. The Greater Birmingham and Solihull Deal will support Greater Birmingham and

Solihull to achieve these targets as well as tackling the constraints on economic growth, particularly flexibility over spending in the local economy.

### Greater Birmingham and Solihull Deal has five parts:

- 1) **Finance:** Create an investment fund of £1.5bn – GBS Capital – that will manage, invest, recycle and leverage a number of public and private sector funding streams to deliver the LEP's infrastructure priorities. Greater Birmingham and Solihull will seek to negotiate a single settlement from central Government. This investment fund could leverage in over £15bn of private sector investment over 25 years. Greater Birmingham and Solihull will develop a new

approach to local economic investment that will be self-sustaining and reduce dependence on central government grants.

- 2) **Skills:** Tackle the long-standing skills deficit, by implementing a ‘*Skills for Growth Compact*’. This will commit employers, colleges and schools to building a best-in-class skills service. By getting local businesses into schools and colleges to lecture, mentor and train, this initiative will help young people get the skills they need and link them into local job opportunities. The city has committed to recruit 25% of local businesses to the Compact by 2015 and deliver 3,560 new apprenticeships.
- 3) **Housing:** Unlocking the potential of under-used public land by kick starting housing development to address long-term housing needs. A joint investment plan will be produced, bringing together HCA and city assets to stimulate housing and economic development. The city estimates that this will deliver 2,800 new homes by 2022 and yield a 100% return on the current value of the public assets.
- 4) **Life Sciences:** Capitalising on Birmingham’s leading position in life sciences and its unique

assets as a location for clinical trials, the city will launch a new Institute for Translational Medicine which will cluster state of the art clinical facilities. This will inject £25m worth of investment into the sector and create 2,000 high value jobs.

- 5) **Low Carbon:** Creating new ‘green’ jobs while reducing the city’s carbon footprint by expanding the city’s landmark green deal programme. The LEP will leverage the expertise developed through the pioneering *Birmingham Energy Savers* programme. This will provide energy efficient improvements to 15,000 houses and 40 public buildings, create 8,000 jobs and kick start a £1.5bn investment programme.

## Governance

The City Deal will strengthen governance across the LEP area. Robust mechanisms will be established for GBS Capital and a Housing and Economic Growth Board will also be formed, with key stakeholders including the Homes and Communities Agency, to take forward the Public Assets proposal and drive maximum economic benefit from the development for housing, employment and mixed-use purposes for publicly-owned land across the LEP area.

## Greater Manchester

(Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford, Wigan)

The Greater Manchester Deal will support 40, 000 jobs in the next 20 years, and 6000 apprenticeships for young people, alongside new powers which will allow Greater Manchester to 'earn back' up to £30m a year of tax for growth it creates.

### Summary

- Greater Manchester will receive new financial powers which will allow it to 'earn back' a portion of additional tax revenue from growth generated by £1.2bn of local investment in infrastructure.
- Alongside this, the city has also calculated that the deal will lead to 3,800 new jobs for local people and will protect 2,300 existing jobs through enterprise support, as well as 6,000 new apprentices by routing skills funding direct to SMEs through a new City Apprenticeship and Skills Hub. The deal also includes new initiatives on housing, investment, environment and transport.

2.5 In the decade before the recession Greater Manchester was the only area in the UK to experience growth comparable to London and the South East. In 2008 Greater Manchester generated £48bn of GVA, accounting for almost 20 per cent of the North of England's economic output. Greater Manchester has a population of 2.6m, with an additional 4.4m living within an hour's drive.

2.6 Greater Manchester has developed a clear understanding of the drivers of its economy, its strengths and challenges and the levers it needs in order to achieve its growth potential. The priorities identified in the Greater Manchester strategy supported by the Combined Authority and the LEP, form the basis of the proposals for the Greater Manchester Deal.

### Greater Manchester Deal has eight parts:

- 1) **Finance:** Greater Manchester will raise £1.2bn and invest it locally in growth maximising projects. Greater Manchester will be able to 'earn back' a share of the national tax take from this growth on a payment-by-results basis and will reinvest 'earned back' funds into further infrastructure projects.
- 2) **Investment:** establish a Greater Manchester Investment Framework that will bring together central government, European, and the private sector funding to drive economic growth. The investment framework will prioritise projects on the basis of GVA and jobs per pound of public funding in order to get the most out of public investment.

- 3) **Skills:** create a City Apprenticeship and Skills Hub which will support small businesses to increase the number of apprentices they take on. This hub will deliver a 10% per year increase in apprenticeships for 16-24 year olds; 6,000 new apprenticeships over two years; and pilot a tax incentive scheme to encourage business to take on new apprentices. In addition, Greater Manchester will trial new ways to increase the cities influence over the skills system through incentive payments to providers.
- 4) **Enterprise Support:** strengthen and expand Greater Manchester's Business Growth Hub which provides access to finance and gives trade, investment and business advice to local companies. Government will invest £4.4m of transitional funding in the hub until 2015 and then the city will use Enterprise Zone revenues to self-fund the hub. Manchester estimates that this will create 3,800 new jobs and safeguard 2,300 jobs.
- 5) **Inward Investment:** establish Manchester as a beacon for high value inward investment, specifically for developing markets in China and India, and for Graphene technologies.
- 6) **Low Carbon:** Greater Manchester will work with Central Government to develop a plan to reduce emissions by 48% by 2020 as part of the low carbon pioneer programme. UK Green Investments and Greater Manchester will also establish and fund a 50/50 Joint Venture Company (Greater Manchester Green Developments Ltd) to develop a portfolio of investment projects. The city estimates that this will create an additional 34,800 jobs in the built environment sector and an additional £1.4bn GVA.
- 7) **Housing:** establish a joint investment programme with the Homes and Communities Agency, which will use public sector assets to develop 5,000-7,000 new homes by 2017 and invest in the economic development.
- 8) **Transport:** deliver a package of transport proposals, including devolution of the Northern rail franchise, devolution of local transport majors funding and local bus improvement measures.

## Governance

Greater Manchester has established strong, stable and effective governance across its economic area following the establishment of the Greater Manchester Combined Authority in April 2011. This strategic, corporate body has powers in its own right, so is not dependent on delegations from its constituent authorities, and decisions to pursue a particular policy are binding, providing long-term stability. This provides a stable and accountable platform for Government to devolve powers and functions as part of the City Deal process.



## Leeds City Region LEP

(Barnsley, Bradford, Calderdale, Craven, Harrogate, Kirklees, Leeds, Selby, Wakefield, York)

Leeds estimates that its deal will create 20,000 new opportunities for young people across Leeds City Region, and a further 20,000 extra jobs as a result of new freedoms, powers over skills, employment and transport.

### Summary

- The cornerstone of the Deal is a 'Guarantee for the Young' – a commitment that every young person in the Leeds City Region has access to a job, training, apprenticeship, volunteering or work experience. The Leeds City Region 'Guarantee to the Young' will aim to create 20,000 new opportunities for young people in order to tackle the NEET problem.
- The Deal also gives Leeds City Region new powers over transport. Leeds City Region will establish a £1bn West Yorkshire 'plus' Transport Fund that could create a 2% uplift in Leeds City Region's economic output and 20,000 extra jobs, in return for the five authorities in West Yorkshire - Leeds, Bradford, Calderdale, Wakefield and Kirklees – moving to a Combined Authority model. The deal includes further initiatives on infrastructure investment, trade and inward investment.

2.7 Leeds City Region is the largest LEP area in the country outside of London with a population of three million and a £52bn economy. But there are challenges. Despite improvements, skills levels in the workforce remain below average, and Leeds City Region is also constrained by relatively low levels of inward investment and exporting. Of particular concern to Leeds City Region is the number of young people who are NEET (not in education, employment or training). There are 47,000 young people under the age of 25 who fall into this category. This is a serious constraint on the economic potential of the local area, with damaging impact on the aspirations and opportunities for young people in the area.

2.8 The Leeds City Deal seeks to overcome some of these long standing challenges; particularly the large number of NEETs. Critically, it will help Leeds City Region achieve its goal of accelerating economic growth to an average 2.6 per cent per year by 2030, create 60,000 new jobs by 2016 and achieve a substantial reduction in carbon emissions.



## Leeds City Region has four parts to the deal:<sup>1</sup>

### 1) **Skills and Worklessness:** Leeds City

Region will offer a new ‘Guarantee to Young People’ – a commitment that every young person in the Leeds City Region will have access to a job, training, apprenticeship, volunteering or work experience. This offer will be supported by a locally designed youth employment model that will create 20,000 new opportunities for young people. This will include a trail-blazing 14-24 Academy that will deliver a business led curriculum; an Apprenticeship Training Agency which will support small businesses that have traditionally shied away from apprenticeships because of costs or bureaucracy; a wider apprenticeship brokerage service to link young people and employers; and piloting a local alternative to the national youth contract for 16-17 year olds. In addition, Leeds City Region will get greater influence over the skills system through their Employment and Skills Board which will ensure that investment goes into the skills that the local economy needs.

**2) Transport:** Leeds City Region will establish a £1bn West Yorkshire ‘plus’ Transport Fund financed by a local levy that the Combined Authority would place on individual councils, a 10 year allocation of local major funding, and co-investment from Department for Transport on a strategic investment programme in the next spending review. This could create a 2% uplift in Leeds City

Region’s economic output and 20,000 extra jobs. Leeds City Region is also working on a joint proposal with other northern cities for devolution of the Northern Rail franchise.

**3) Investment:** Leeds City Region will create an investment fund backed by £200m of local resources, including pooled business rates. This will be matched by a single capital pot from central government, aligned to local investment priorities.

**4) Trade and Inward Investment:** Leeds City Region will commit resources to implement a delivery and investment plan for trade and inward investment. Government will support the plan and provide resource for joint project teams. The deal would seek to address the Leeds City Region trade deficit (over £1 billion a year), turning it into a trade surplus of £600m by 2015 and £1.7bn by 2018. This would raise Leeds City Region’s GVA by 1.1 per cent annually from 2015, and the city estimates that this will create at least 7,400 jobs by 2018.

## Governance

As part of the Deal, the city will put in place a strong, stable and effective governance structure. Leeds City Region has committed to establish a **West Yorkshire (Leeds, Bradford, Calderdale, Wakefield and Kirklees) Combined Authority**.

<sup>1</sup> NB. There is also an agreement to take forward Leeds City Regions’ supplementary proposals on business friendly planning and the low carbon economy bilaterally.

# Liverpool: Liverpool City Region LEP

(Halton, Knowsley, Liverpool, Sefton, St. Helens, Wirral)

Liverpool estimates that its deal will support over 35,000 people into work and create 6,000 apprenticeships through new powers over skills and employment, alongside delivering an international Business Festival which will deliver £100m return on investment.

## Summary

### Part 1

- Following Liverpool City Council's decision to move to a directly elected mayor, thus meeting the Government's test for strong and accountable leadership, Government announced part 1 of the Liverpool City Deal in February 2012.
- The deal included a new Enterprise Zone that buffers Liverpool Waters and will include the Central Business District; a £75m mayoral investment fund that will support economic development; and 6 new Academies Schools and a locally funded city wide school investment plan that will build 12 new schools.

### Part 2

- As part of the Liverpool City Region Deal, Liverpool will put on an international Business Festival which will highlight and celebrate business opportunities to Europe and the rest of the World.
- It will also increase employment by combining public and private employment and skills investments; by empowering businesses to create more jobs, tackle skills gaps and raise productivity; supporting 17,400 people into work and creating 6,000 apprenticeships; and by creating 3000 jobs low carbon industries. The Deal also includes initiatives on transport, investment and the knowledge economy.

2.9 Liverpool City Region has a 1.5m people and £20bn economy. However whilst the Liverpool City Region has made progress over recent years it is still held back by the long term structural issues of relatively low skill levels, high levels of unemployment and an over dependency on the public sector. Skills gaps also remain amongst the most severe in the country which has a knock on effect on productivity.

on giving the Mayor the tools to drive economic growth. The second part of the deal with the wider city region and Local Enterprise Partnership is focused on capitalising on the wider assets of the city region in the knowledge and low carbon sectors and the super port as well as reflecting on the recommendations of Lord Heseltine and Sir Terry Leahy's independent report.

2.10 The Liverpool deal is split into two main parts. Part one: a deal with Liverpool City Council and the newly elected mayor focused

## There are four parts to the Liverpool City Deal (Part 1):

- 1) **Finance:** A new Enterprise Zone covering the ‘City Fringe Buffer Zone and Central Business District’ which will complement the existing Enterprise Zone in Liverpool and Wirral Waters and help deliver the £10bn Liverpool and Wirral Waters project.
- 2) **Economic Investment:** a Liverpool Mayoral Investment Board that will oversee the city’s economic and housing strategy including the development of Home and Communities Agency’s land assets. The government will also contribute £75 million endowment fund to the Mayoral Development Corporation to help the Mayor deliver critical economic development projects.
- 3) **Employment:** The city will work with Department for Work and Pensions to develop welfare pilots to deliver a localised programme of support for people leaving the Work Programme and a local alternative to the national 16-17 youth contract programme.
- 4) **Skills:** Liverpool will create 6 new academy schools and begin a Secondary School Investment Plan funded by the Council that will deliver up to twelve new build secondary schools.

## And an additional six parts to the Liverpool City Region Deal (Part 2):

- 1) **Trade:** Liverpool City Region will deliver an international business festival that will facilitate new business opportunities in the city region, the Atlantic Gateway and across the UK, increasing exports with Europe, Asia and North America. The month long event that will be focused on key sectors will build on the success of the 2008 European Capital of Culture and their pavilion at the Shanghai Expo.
- 2) **Low carbon:** Liverpool City Region will run a low carbon red tape pilot that will make it easier for companies to invest in the facilities needed to compete more effectively for the multi billion pound offshore wind and civil nuclear contracts. The pilot will aim to reduce regulatory burdens and speed up local planning processes to accelerate an investment pipeline of over £100m in the next 5 years. Through this pilot Liverpool City Region hope to capture a greater share of the offshore wind market, bringing immediate jobs, open up supply chains and export opportunities.
- 3) **Skills and Employment:** combine public and private skills investments and empower businesses to create more jobs, tackle skills gaps and raise productivity. To achieve this, the Liverpool City Region will create the country’s first Skills For Growth Bank - a business led mutual that unifies public and private skills investments; it will pilot a payment by results approach to adult skills with providers rewarded when their services get people into work; and set up Youth Unemployment Task Force that will aim to reduce long term youth unemployment by

half in 3 years. This package will support 17,400 new jobs in small and medium size enterprises and create 6,000 apprenticeships.

- 4) **Transport:** create a new strategic transport body across the city region that will establish a £800m 10 year transport fund. The fund will unlock investment in critical infrastructure links to the Port of Liverpool and the Northern Hub and create 15,000 jobs. This will empower local leaders to have more of a say over local transport decisions and to align these with wider economic development opportunities.
- 5) **Investment:** Liverpool City Region will create an Investment Fund that will bring together multiple public funding streams and give the city region the control to invest in local priorities.

- 6) **Knowledge Economy:** capitalise on Liverpool City Region's science and knowledge assets by attracting 'big science' to generate job growth and to fully realise the potential of the Liverpool City Region's knowledge assets.

### Governance

The Liverpool City Region has demonstrated that they will put in place a strong, stable and effective governance structure with the newly elected mayor working with the LEP and the Liverpool City Region Cabinet to ensure that strategic decision making takes place at the Liverpool City Region level. Liverpool City Region has also committed to establish a single strategic transport body to ensure transport decisions are at the centre of economic development.

## Newcastle: North Eastern LEP

Newcastle estimates that the deal will create around 13,000 jobs and secure £1bn of investment over the next 25 years as a result of new financial powers, alongside an additional 8,000 jobs in the marine and offshore sector in the North East, and 500 new apprenticeships in Newcastle.

### Summary

- The corner stone of the deal is a commitment by Central Government to ring-fence business rate income in four growth sites in Newcastle and Gateshead, and to retain them locally. This unique arrangement will allow both Councils the financial freedom to deliver ambitious plans for private sector-led growth, initiating a £90m infrastructure programme.
- The City Deal will also create 8,000 jobs in the marine and offshore engineering sector in the North East, and position Newcastle as a pioneer in the low carbon economy. The deal also includes initiatives on transport, broadband, employment and skills, and housing.

2.11 The North Eastern LEP area has a population of around 2m and generates £32bn of economic output per year, and in the years prior to the recession, private sector employment in Newcastle and its surrounding area increased by more than in any other major city apart from London.

2.12 However the city faces a number of economic and social challenges. The labour market continues to endure the legacy of inter-generational unemployment, a disproportionate number of young people not in education, employment or training, and a workforce which does not meet all the needs of the business community, whilst there is a need to create large number of entry level jobs. Furthermore, there is a particular need for infrastructure investment across key city centre and manufacturing sites. The Newcastle City Deal will contribute to the North Eastern LEP's

priorities, and overcome these challenges to economic growth.

### Newcastle City Deal has five parts:

- 1) **Accelerated Development Zone:** create a NewcastleGateshead Accelerated Development Zone (ADZ), unlocking city centre growth, which will provide a £1 billion boost to the North East economy. Newcastle and Gateshead will benefit from new tax increment financing powers, with all growth in business rate income generated within the four key development sites retained by the two Councils for 25 years. This will allow Newcastle and Gateshead Councils to immediately initiate a £92m investment programme, creating 2,000 permanent jobs within five years, and 13,000 within 25 years.
- 2) **Energy, Marine and Low Carbon:** secure £500m in private sector investment in the

next five years into the marine and offshore manufacturing sector, creating 8,000 jobs over the LEP area. Building on Newcastle's reputation for sustainability and existing expertise, establish Newcastle as a low carbon Pioneer City, and deliver a carbon reduction target of 34% by 2020.

- 3) **Employment and Skills:** Newcastle and Government will improve employment opportunities through co-location and better integration of national and local services. Newcastle will also set up a Skills Hub which will support small businesses to take on apprentices; increase apprenticeship starts by 15% (500 in Newcastle); deliver a skills system which better meets the needs of employers; and provide a model for local delivery of the Youth Contract.
- 4) **Housing:** deliver a Joint Investment Plan with the Homes and Communities Agency (HCA), using HCA resources and Newcastle's £25m Future Homes Fund, to

deliver 15,000 homes within Newcastle's urban area and to improve the housing market in Newcastle.

- 5) **Transport and Connectivity:** produce an investment programme with Government to reduce congestion on the A1 Western Bypass, to reduce journey times on one of the most congested links in the national network, as well as investing in the broadband infrastructure of the city.

## Governance

Newcastle will work with other local authorities towards creating a North East Combined Authority.

Separately, in response to the governance requirements of the Accelerated Development Zone, Newcastle and Gateshead intend to further strengthen their partnership, by giving it formal decision making powers and making it subject to greater scrutiny and accountability.

## Nottingham

Nottingham estimates that the deal will create 10,000 jobs and 1,000 apprenticeships in and around the Creative Quarter.

### Summary

- Nottingham will turn its Creative Quarter into an incubator that will attract a cluster of high tech businesses and entrepreneurs. It will support the development of high tech firms in and around the Quarter through technology grants, a £45m venture capital fund and a ‘Generation Y’ pilot to encourage young graduates become entrepreneurs.
- The Deal will also simplify the process of connecting people to jobs, with the aim of reducing youth unemployment by 25% over 4 years, and creating 1,000 apprenticeships in and around the Creative Quarter. There are also initiatives on infrastructure investment, transport and the low carbon economy.

2.13 The City of Nottingham has a GVA of £12.1 billion. It is also the youngest core city, with 25% of the population aged between 16 and 24, and has two leading universities with over 55,000 students and 18,800 annual graduates.

2.14 However, Nottingham has suffered from a lack of private sector jobs growth. Even prior to the economic downturn, between 1998 and 2008, Nottingham experienced negative net private sector jobs growth – Nottingham lost 15,600 jobs in this period – the second worst performance of all the core cities.

2.15 The City Deal will unlock Nottingham’s economic potential, by putting in place the structure to enable enterprise to flourish, and to allow young people to better access the opportunities that will be created. The Deal is built around Nottingham’s Creative Quarter - the Nottingham Growth Plan’s flagship project – a unique enterprise environment.

### Nottingham City Deal has four parts:

- 1) **Enterprise support:** Establish a large incubator in its Creative Quarter. Nottingham will trial new SME finance products to boost high tech start ups: a **£45m venture capital fund to provide equity in high tech businesses;** a **Technology Fund** to support the exploitation of intellectual property; and a **“Generation Y” fund** to encourage graduates to start businesses in Nottingham.
- 2) **Employment and Skills:** a package of measures to increase skills and reduce unemployment, including an apprenticeship hub which will create up to 1,000 apprenticeships in and around the Creative Quarter; a Youth Employment Hub which will help 16-24 year olds find jobs in Nottingham and reduce youth unemployment by 25% over 4 years; a scheme to get



businesses into schools to improve enterprise education; and a pilot for adult and community learning.

- 3) **Connectivity and Infrastructure:** deliver a package of transport measures that will improve connectivity to other cities through improvements to Midland Mainline and links to HS2 in the East Midlands; by managing congestion on key roads; and trialling innovative ways to use transport to improve access to jobs. The deal will also transform the infrastructure and transport links across the Creative Quarter through a £8m New Development Deal scheme. Finally, it will provide **super-fast broadband connectivity** to businesses in and around the Quarter through joint investment from Nottingham and commercial providers.

- 4) **Low Carbon:** put in place a Green Deal strategy to **accelerate Nottingham's move to a low carbon economy**, with assistance to secure funding to roll out an expansion of the city's district heating system.

### Governance

Nottingham will put in place strong private sector led leadership to deliver the vision for its economy, by creating the Nottingham Economic Growth Board chaired by Sir John Peace (Chairman of Standard Chartered). The Board will oversee the venture Capital Fund and the entire suite of measures to deliver the Creative Quarter and the Nottingham Economic Strategy.



## Sheffield City Region

(Barnsley, Bassetlaw, Bolsover, Chesterfield, Doncaster, North East Derbyshire, Rotherham, Sheffield)

The Sheffield City Deal will create over 4,000 new apprenticeships and an additional 2,000 up skilled employees over a three year period and 7,000 new jobs through a city centre development scheme.

### Summary

- Sheffield City Region will work with Government to create a transformative local skills funding model to address skills gaps in key growth sectors such as advanced manufacturing. Sheffield will lever in £44.4m of local public and private sector investment in return for £27.8m of devolved funding from Central Government, to create 4,300 new apprenticeships and 2000 additional qualifications in key sectors.
- Sheffield City Region will also receive new financial powers as part of the Deal to strengthen Sheffield City Region's economic self-reliance, through a Sheffield City Region Investment Fund (SCRIF). This will provide flexible financial tools to invest in growth, develop infrastructure, create jobs and stimulate inward investment. Sheffield will also receive tax increment financing powers for a city centre development. The deal also includes new initiatives for transport and nuclear advanced manufacturing in return for strengthened governance in the form of a South Yorkshire Combined Authority.
- Sheffield will receive new powers to fund a £33m city centre regeneration scheme through tax increment financing – a New Development Deal.

2.16 Sheffield City Region generates over £25.7bn for the UK economy, and has a population of over 1.7m people with 7.6m people living within a 35 mile radius of the City of Sheffield. But Sheffield City Region has a number of challenges to address if it is to meet its full potential. These include a historical dependence on the public sector jobs and grants, educational underperformance and continuing skills gaps in key sectors, and a need for infrastructure investment, particularly for transport.

2.17 Sheffield City Region can make a significant contribution to an export-led, rebalanced UK economy by capitalising on their unique assets and heritage. It has the economic growth potential to lead a 21<sup>st</sup> century UK export boom beyond the volatile EU market with a high skilled, modern manufacturing economy, combining digital innovation and world class advanced manufacturing expertise.

2.18 The City Deal will ensure the economy is fully enabled to meet business demand by

maximising the skilled resource available and investing in essential infrastructure to accelerate growth.

### Sheffield City Deal has four parts:

- 1) **Skills:** Sheffield City Region will create a local skills funding model to address skills gaps in key growth sectors such as advanced manufacturing. Sheffield will lever in £44.4m of local public and private sector investment in return for £27.8m of devolved funding from Central Government over a three year period. The city will use this budget to invest in skills and to incentivise colleges and providers to respond quickly and flexibly to emerging needs of key sectors. Sheffield City Region will create a *Skills for Growth and Employment Partnership*, enabling business leaders, skills providers and local authorities to oversee the delivery of the deal and shape skills provision. This will deliver at least 4523 additional apprenticeships and 2,000 skilled employees over three years.
- 2) **Finance:** create a Sheffield City Region Investment Fund that will give the city new freedoms and financial powers to invest in growth, develop infrastructure, create jobs and stimulate inward investment based on local priorities. The £700m Sheffield City Region Investment Fund will include an initial contribution of £30m from Sheffield, business

rate income from a city centre development scheme and public sector funding.

- 3) **Transport:** a transport package that will improve connectivity in Sheffield City Region including a 10 year allocation of devolved majors funding; devolution of Northern Rail Franchise; local management of the tram trains project; and a Better Bus Area pilot which will give Sheffield City Region the power and tools to improve the quality and access of the local bus network.
- 4) **Nuclear Advanced Manufacturing Supply Chain:** Develop a national centre for procurement based around Sheffield City Region's Advanced Manufacturing and Nuclear Research Centres. This will help improve national procurement; speed up innovation and help Sheffield City Region build up its comparative advantage in advanced manufacturing and nuclear industries.

### Governance

Sheffield has recognised the need to put in place a strong, stable and effective governance structure in order to maximise local growth. They are forming a South Yorkshire Combined Authority and have a plan making clear how they intend to expand this across the entire Sheffield City Region area in the future.

 HM Government

Cabinet Office

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Cabinet 11 July 12  
Cllr Charles Gervish

Petition re double yellow lines on Durley hill ,Keynsham.

I am presenting this petition on behalf of the owner and customers of the Rest a While café at junction of Old Bristol road and Durley hill,Keynsham.

Double yellow lines were proposed at this location last summer and posted on usual type of location but officers did not specifically notify the business.

It is a long established traditional transport café having many regular customers, who stop for a short break. They have comfortably co existed with the local community.

However recent changes in behaviour at the nearby football club caused major problems at weekends for residents with irresponsible parking which led to the TRo and yellow lines. The business recognises this problem and therefore their request is minor – please could the order be amended to a single yellow line with say 1 hour limit on a short stretch up to the speed limit sign thus recognising the area previously used by his patrons over many years.

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**STATEMENT TO CABINET 11<sup>th</sup> JULY 2012**  
**ON BEHALF OF RADSTOCK PUBLIC TRANSPORT GROUP**

We are pleased that we now have avenues of communication with Bath & North East Somerset and also the 'bus operators. Issues such as marketing of existing services, ticketing, when to approach an operator directly and other general matters can now be tackled. The Group will meeting approximately four times per annum. I understand that a 'bus board' is being considered for the Rapid Transit routes, but we believe it should include all 'buses. It should be co-ordinated by an over-arching body for all transport methods i.e. rail, tram, ferry and so on.

On Thursday 5<sup>th</sup> July, a paper was released by central government called Bristol City Region City Deal (see URL below\*). These 'deals' have been allocated to several cities for specified purposes, including transport, regeneration, education, etc. The Transport aspect includes a 10-year funding allocation and new powers over rail planning and delivery. A High Level Steering Group will be created: it will ensure that neighbouring Authorities are included in an Executive Committee to manage the newly devolved powers. It will report to the West of England Joint Transport Executive Committee. It should be noted that that there are no Scrutiny officers, which has led to no suitable meetings being held: also there are no Stakeholder Relations managers.

The opportunity which this 'Deal' represents should not be wasted. At long last, there will be a single body which can control the development of the branch from Frome to Radstock. I therefore contend that the existing Halcrow report is not accepted, the Terms of Reference are updated to be more positive and the Report updated. This will enable those aspects currently not covered to be developed.

As an aside, I should add that a spokesperson for First recently said “We would be more than happy to work with local Authorities and Communities to discuss the feasibility of re-opening the line”.

There are several areas which could usefully be examined: additional train paths, e.g. via Westbury to Melksham and Swindon and easing the constraint of Radstock parking. Additionally, the full benefits of modal interchange have not been examined

Even so, the Frome / Radstock branch has not been ruled out, so I ask that the Report is not approved and further discussions held to examine the development potential before the formal meeting in September.

Thank you  
George Bailey

\*URL <http://www.westofenglandlep.co.uk/wp-content/uploads/2012/07/Bristol-and-West-of-England-City-Deal-FINAL.pdf>



## **Councillor Eleanor Jackson**

### **Chair of the Housing and Major Projects PDS Panel**

Members of the Cabinet

You have before you the relevant extract from the Minutes of the PDS Committee for Housing and Major Projects concerning recent developments in the relationship between B&NES Council and the organisation formerly known as Somer Housing and now calling itself 'Curo'.

To understand our grave disquiet at the report presented to us by Graham Sabourn, the Director for Housing about 'Curo' and the re-structuring process going on there, you have to go back to 1999/2000 when an independent, not for profit housing association was set up to manage the Council's housing stock. It was designed on a tripartite system: tenants/councillors/housing executives of the new organisation. The ratio put 5 councillors on the board, but over the last decade that was reduced to 3 and then to one. The Council still possesses a 'block vote' or veto at the AGM.

Despite the close relationship which has functioned fairly well as far as the benefit to residents is considered, we now have a unilateral divorce because now even that single voice is to be removed.

Some elements of the re-organisation can be commended: to bring together five associations into one with streamlined management is clearly a good thing, indeed highly necessary in today's world. However, we feel that there is going to be a loss of transparency and accountability precisely at the point when the organisation is needed more than ever to drive forward the delivery of housing for the homeless, when affordable rented property is need and so on. The changes need to be for the public benefit. The process whereby the Core Strategy is ratified is stalled because the Planning Inspector says that there insufficient provision for housing in B&NES so it is crucially important that Somer/Curo improves its delivery to 2015.

Some changes we, as a council, are powerless to prevent. The rise in rents to 80% of the market rate will hit tenants hard in an area of high rents. We cannot do anything about new tenancies being limited to six years, which will hit chronically vulnerable families in this area and elsewhere. But other matters I would call on the cabinet to use their powers to arrest.

As a PDS Panel we urgently want an effective way to communicate public concerns to the heart of Curo, which at the moment looks very much as though it is set to sail away into the sunset and become a purely commercial operation.

Cllr Eleanor Jackson Chair of the PDS Panel for Housing and Major Projects.

11 July 2012

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## **Re Victoria Hall**

Sue Hill from Sue Hill Dance Limited

We were previously a user of the hall to provide dance classes at the weekend as an overflow to our own premises in Fortescue Road, Radstock. We would like to be able to offer this again in the future should an affordable community facility be available to hire that is suitable for the purpose of dance. There are few activities in the area for children at the weekend and the provision of dance provides both a social outlet in addition to an activity that encourages fitness and self confidence. Unfortunately our premises are not large enough to accommodate the number of classes to cover the age ranges that we work with, from 3 – adult. Therefore it is necessary for us to hire an additional venue. There are no venues that are really suitable for this purpose.

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May I welcome you(again ) to Radstock. Radstock is looking particularly ravishing at present because yesterday we had a visit from the SW in Bloom judges who were, I believe, suitably impressed with our efforts.

Even in its present dilapidated state, they were impressed with the Victoria Hall and (what ticks boxes with them) the community campaign since 2005 to keep it open for community use. It is the 'jewel in the crown' of 'the best preserved former mining town in England'. It therefore falls under the purview of the NPPF policy 12.126 which stresses the importance of 'a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats.' (councils should )'recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance.'

This building was 'state of the art' when it replaced the earlier building funded by Frances Lady Waldegrave in 1866 as a working men's institute, to provide education and wholesome recreation for the miners and their families. I am not at all convinced that the officer's report acknowledges its importance in this respect even today, or the way it encapsulates the history of the 19<sup>th</sup>/20<sup>th</sup> century with Keir Hardie electioneering there, the Miners' Welfare providing relief in the 1920s and 1930s, training courses for mining engineering held there in the fifties and sixties, Billy Graham's campaign relayed there in 1967. Our understanding of community has changed over the years but this is an iconic building that can be at the heart of Radstock's future development. Church buildings often get marooned in the wrong places as the population shifts, but the Victoria Hall is ideally located for all the community and tourists.

When I was in the process of adopting a child, it struck me from the paperwork how difficult it would be. I know who I am and where my family comes from, and am proud to carry on the work of Cllr James Jackson, who served on Kenilworth Urban District Council and became its chair in 1922. But children up for adoption often have great gaps in what is known of their family. The Victoria Hall is essential for our identity as a community, and I beg you to re-open it as soon as possible.

Dr Eleanor Jackson, B&NES ward councillor, Radstock.

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## **Bath and North East Somerset Cabinet Meeting 11 July 2012**

### **The Redevelopment of the Victoria Hall Radstock A statement by Amanda Leon, Radstock Action Group**

When planning the restoration of the Victoria Hall, we need to set the bar high. If this operation is to be successful it requires community involvement, including young people; well-chosen means of organising the running in the longer term and the involvement of the highest quality professionals including architects, business experts and community law experts, at all points in the decision making process and the execution of plans. I would like to make three points:

#### **1. Involving the Community**

It is already evident that there are many people in Radstock who wish to be involved in the development of this exciting space. In order to ensure its success, offers of support and expertise must be incorporated in the plans.

#### **2. Organisational Issues**

The nature of the organisation which takes responsibility for such developments, and the ultimate running of the space, is crucial. We acknowledge that B&NES is the owner of the building and that there is much to resolve in terms of an organisation. As an example, we urge the council to look at the model offered by Martock which set up a Local Community Partnership to oversee all aspects of the rebuilding of the Market Hall and its running as a community resource. We also believe that the Council can join with local people to determine which of the many types of structures for not-for-profit organisations would prove best for the Victoria Hall. We do not claim to have the relevant legal expertise but we clearly need to look at the pros and cons of, for example, Community Benefit Societies, Cooperative Societies, Community Interest Companies.

We urge B&NES to identify a suitable organisational model which will enable it to work hand-in-hand with the local community at all stages from now on.

At the same time, we believe that it is only with a watertight business plan that any type of organisation will be successful.

We believe that without the correct organisational model in place, it will be impossible to attract the necessary finance from either statutory or voluntary sector funders.

#### **3. Aiming for the best**

A key part of the redevelopment will be the inclusion of the right experts – architects, lawyers, builders, conservationists and many others. A lowest common denominator solution will end in failure. The example offered by the Holburne Museum in Bath is relevant here – the choice of architect and design led to massive local involvement and resulted in a building of which everyone can be proud. There are now many examples in the immediate area of old buildings which have been successfully restored and brought into community use. If the Victoria Hall seems like a major project, then you are urged to consider the old Morlands Building in Glastonbury, now the Red Brick Building Centre, which sees a combination of a whole range of local organisations working together on the successful restoration of this massive, and largely derelict site. The keys are professional involvement, vision, enthusiasm, determination and hard work.

We urge B&NES to ensure that the Victoria Hall becomes a building fit for a forward-looking 21<sup>st</sup> century community which can take pride in a building that it helps to develop and run.

(A copy of our submission to the consultation is follows)



www.radstockactiongroup.org.uk

## **A response from Radstock Action Group to the consultation on the future of the Victoria Hall, Radstock**

### **1. Introduction**

- 1.1 Radstock Action Group (RAG) welcomes the moves made by B&NES to ensure the future of the Victoria Hall and the opportunity to contribute.
- 1.2 RAG wishes to see Victoria Hall developed as a community facility, applying sustainable methods and principles and involving the community in its future running
- 1.3 RAG values the role past and future of the Victoria Hall as the key civic building in the town. Whilst we would welcome the opportunity to use the hall for a range of functions, it has rarely been available, partly because it is well used at times when we would use it – namely Saturdays and weekday evenings, and partly because there have been staffing issues, access issues and lack of readily usable booking systems.
- 1.4 Whilst we would expect the façade to be preserved, it does present a barrier to ready access; as used in the recent period, it is unwelcoming, hard to negotiate and poorly 'labelled'. We regard all these problems as readily soluble through some very basic signage but also through bearing in mind the need to consider alternative entrances to the building, incorporating them in any plans for extensions or reconfiguration.

### **2. Preferred activities**

RAG would like to see the following included. These are not in any specific order:

- A Council Chamber for Radstock Town Council, properly equipped with audio and video equipment and available for rent to local organizations for meetings – this would ensure that everyone attending meetings would be able to hear and see properly; it would enhance the standing of the council since its current arrangements tend to underplay the importance of the democratically elected group. Clearly the Town council does not hold enough meetings to warrant sole use of the 'council chamber space'. Other organizations requiring a pleasant and well-designed and equipped formal space would undoubtedly welcome the chance to use these facilities. We are aware that Radstock has no such space at the moment and that those seeking spaces for such events always have to go elsewhere. This is particularly unfortunate as Radstock is strategically placed at the meeting point of routes from other major centres.



- The return of Radstock Town Council Offices to the Hall – whilst the Town council currently finds it impossible to maintain staffing for full office opening hours, the redevelopment of the Hall would enable a shared reception area and would enable members of the public to come in and see Town Council notices and functions even when the Clerk is not present.
- A café/restaurant which could also be open in the evenings. This would not pose a threat to other cafés in the town, all of which provide important services to one or more groups. However, Radstock needs an attractive café/restaurant serving interesting and high quality food particularly in the evenings; somewhere where young people feel welcome and can enjoy the sort of café life that is already developing in many other places.
- A flexible studio/events space suitable for dance activities, films, drama, music and art exhibitions. The range of arts/entertainments activities that can be organised in Radstock is seriously limited by lack of appropriate spaces. Yet Radstock boasts a thriving arts community, those in search of entertainment have to go elsewhere. Because of the inevitable pressure on space, it is essential that the spaces should be flexible, both in terms of size, lighting, sound systems and floors.
- Office spaces of varying sizes for hire, either for short slots or for longer lease, with priority for local businesses and enterprises, including locally based artists
- Snooker to remain.
- A tourist and information office for the town and surrounding area. Radstock attracts a considerable number of visitors, for the museum, through cyclists using the cycle routes, walkers and others who come to enjoy the local natural environment. Our experience suggests that a tourist and information office would help tremendously to cement interest in the full importance of the town in cultural, heritage and natural environment terms. In addition it could house information about transport and other services, links to and information about other towns.
- A range of meeting and activity rooms. These too should be as flexible as possible, have state-of-the art communications/broadband access and enable users to use their own laptops etc as well as possible hire of building owned computers and related equipment.

### **3. Radstock Action Group would like to see the following principles applied to the renovations:**

- The Victoria Hall is a medium-sized building, it has great potential and can be sympathetically extended to provide welcoming, fully accessible and flexible space for everyone in Radstock. There should be every effort to

make it a model of good practice in design and access terms, a beacon building for the whole area.

- We believe that the current accommodation needs internal reconfiguration but that there should also be a sympathetically designed extension which could also enable the addition of proper lift access to the first floor. We know that the interior has, in the past, been subject to many changes and see no reason why this should not be possible now to meet twenty-first century needs.
- If at all possible, changes should incorporate the introduction of an outdoor area where hall users can enjoy café facilities and sit outside to meet friends.
- The people of Radstock will be willing to help to get the Victoria Hall back into use – they have relevant experience, expertise and commitment which must be used. Many have already volunteered to work on all aspects of building development and maintenance. We ask the Authority to build on the immense reservoir of good will that exists and to listen to local inputs.
- B&NES says it will cost £250,000 to get the hall to the required condition – this is not a huge amount compared with the costs of new public buildings, but it will require hard work in this period when there is little money to spend. It will also benefit from the adoption of organizational structures which enable individual and corporate financial investment in the project.
- B&NES must look to finding partners in funding the building – Radstock people will be happy to help building up links and making the case. Additionally, whilst the Authority might own the building at the moment, we suggest that alternative models such as (but not only) Cooperative Society and Community Benefit Society structures are examined and their relative merits assessed in terms of best business outcomes and highest ongoing community involvement
- Choice of architects and designers will be key to a successful and suitable building – plans should be subject to the widest possible public consultation.
- The aim should be to provide spaces for Radstock organizations and individuals who can then base their activities in the town rather than going elsewhere.
- The inclusion of young people from the start will be crucial to success.
- Any future plans should take into consideration the current Library building, the Children's/Youth Centre and other public buildings in the town. All are located within a relatively small area of the town and could form part of a 'joined-up' redevelopment which will ensure that they complement each other and meet all agreed community requirements.
- There are many examples of good renovations of public buildings in Somerset, for example: Langport, Glastonbury, Ilminster, Martock, Shepton Mallet – we can learn from their experiences.

#### **4. The Planning Situation and Strategic Policies**

- 4.1 With the adoption of the National Planning Policy Framework (NPPF), and the ongoing application/relevance of the Core Strategy and Local Plan, we urge Bath and North East Somerset to guarantee that the aims and aspirations of these strategic policies are rigorously applied when the redevelopment is agreed.
- 4.2 The NPPF *Core Planning Principles, Ensuring the Vitality of Town Centres, Supporting High Quality Communications infrastructure, Requiring Good Design, Promoting Healthy Communities, Conserving and enhancing the Historic Environment* are all highly relevant to the future planning for the Victoria Hall.
- 4.3 In particular, we urge B&NES to take particular note of *NPPF 12.126* which stresses the importance of:  
'a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance.'

'In developing this strategy, local planning authorities should take into account:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- the desirability of new development making a positive contribution to local character and distinctiveness; and
- opportunities to draw on the contribution made by the historic environment to the character of a place'.

## **Conclusion**

In conclusion, Radstock Action Group would like to register its wish to be fully involved in all aspects of the development of this exciting and valuable building.

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APPX 7

7Frome Old Road  
Radstock  
Bath BA33QE  
01761 420296  
11/07/2012

STATEMENT TO BANES COUNCIL MEETING REGARDING  
VICTORIA HALL

It is ironic we are holding this meeting here tonight, when a far more suitable venue, should be the badly neglected Victoria Hall. Reference to local newspaper archives from Victorian times to date reveals just how important the hall has been to the functioning of our community. From Mining lectures and exams to dances and dog walking, the hall is mentioned on a weekly basis as a essential part of Radstocks social activities.

If hard headed Victorian mine owners such as the Waldergraves and Beauchamp's had the vision to realise the social importance of the hall, surely we with our modern social values can share and build on this vision to keep this valuable asset for the continuing use of the community.

It is unthinkable that the hall cannot continue this valuable social function, yes refurbishment will cost, but be a far better investment in our town than many current proposals.

C.A.CURRIE

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FRIENDS OF VICTORIA HALL

B&NES Cabinet Meeting: 6.30 pm 11 July 2012. Radstock Methodist Church

**Statement by Rupert Bevan to be read by Mr Oliver Bevan.**

Subject: Radstock Victoria Hall

There are few people who are not aware of the pivotal role that Radstock played during the era of the Somerset Coalfield.

The town became the commercial focus for the many mines in the area and its two railway stations, marshalling yards and carriage works were kept busy for nearly one hundred and fifty years, providing distribution services for the coal industry. The town that grew up to service the industry was busy and prosperous and endowed with some fine buildings; not least of all being Victoria Hall.

This elegant edifice, along with a school and training college were the gift of Countess Waldegrave, whose family owned a considerable portion of the local mines. Victoria Hall played an important part in the life of the town from the 1840s, so much so that in 1897 it was largely rebuilt to accommodate increasing leisure demands of the townsfolk. Such was its importance that the social reformer Keir Hardie visited it at the turn of the 20<sup>th</sup> Century.

In more recent times Radstock has taken a severe beating with the closure of the mines and railways and now the very heart of the town is threatened by the possibility of an ill-conceived relief road that will destroy for ever the relative tranquillity of the town centre. Victoria Hall will become a casualty of this scheme, marooned in a sea of noisy motor cars and accessible only to those prepared to risk their lives crossing the street! The important point now emerging is that if Radstock is to survive as a prosperous town centre, the hall should continue to play a central role.

This year the Friends of Radstock Victoria Hall were founded to defend the building from any threat of sale or closure. Although recognising that much work will have to be done to save it for future generations, they believe that this would be well worth doing since the townsfolk will continue to require leisure facilities.

We believe that ultimately the hall will be self-financing but will need some capital injection, perhaps from B&NES, to enable that to happen. We believe further that an eclectic range of activities could be centred at the Hall and that a wide range of age groups could be accommodated.

In this Jubilee year we have a special reason for looking back with appreciation of the generosity and vision of Countess Waldegrave. This is our opportunity to continue her work by refurbishing Victoria Hall so that for the next hundred years Radstock people can enjoy its facilities.

Rupert Bevan, Chairman, Friends of Radstock Victoria Hall

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## **Cabinet 11<sup>th</sup> July 2012**

### **Statement – Caroline Kay BATH PRESERVATION TRUST**

I speak as a Trustee of the Bath Preservation Trust.

The Trust supports the principle of housing-led development on the three brownfield sites to be vacated by the MOD with some caveats. We made a number of specific consultation responses on all the sites, which we hope will be taken into account. In particular we would like to see mention of the potential for some student housing in the mix on Foxhill.

But I now want to focus the rest of my time on Ensleigh.

Developing the brownfield MOD land is line with your published Core Strategy, with the NPPF, and with the need to deliver Bath's housing requirement.

The Trust was shocked – appalled – to see the Council's concept statement on Ensleigh making assumptions about potential additional use of green fields adjacent to the site – specifically the Kingswood and Royal High playing fields - in order to deliver the housing and other amenities sought there. We do not believe there is a mandate from the Core Strategy to open this wider green field area up for housing. As well as the principle of avoiding building on green-field land, those playing fields would need to be replaced, at least to some degree eroding the openness of the Green Belt and rural quality of the AONB, as well as quite possibly encroaching on the setting of the historic battlefield site.

So my first point is that the Council should not be opening these school playing fields up for consideration. It is a can of worms, not supported by your own strategy and policy framework.

Our second concern is that the Ensleigh concept statement is at best ambiguous and at worst misleading as to what can be fitted there. The very good supporting Landscape Report outlines the location's many constraints due to its setting, which is integral to the World Heritage Site and on the 'rim' of the bowl of hills, on the City's skyline adjacent to Beckford's Tower. The Concept Statement acknowledges that the locality is "exposed and prominent". However, this and the clear recommendations derived from the evidence in the landscape report are simply not reflected in what the Statement envisages.

Given these constraints it is our view that the numbers of dwellings etc to be squeezed on to the Ensleigh site are seriously overstated. To test this view, the Bath Preservation Trust, with help from Bath University is undertaking a rapid massing study for the site, and will provide the outcomes of that evidence gathering as soon as possible. While we are aware that B&NES plans more detailed massing work as part of the Placemaking Plan, crucially we doubt that it will be ready in time to inform

the Concept Statements and thus to inform the marketing and correct sale price of the land.

The Trust asks Cabinet to give very serious consideration to changing the Concept statement on Ensleigh as follows:

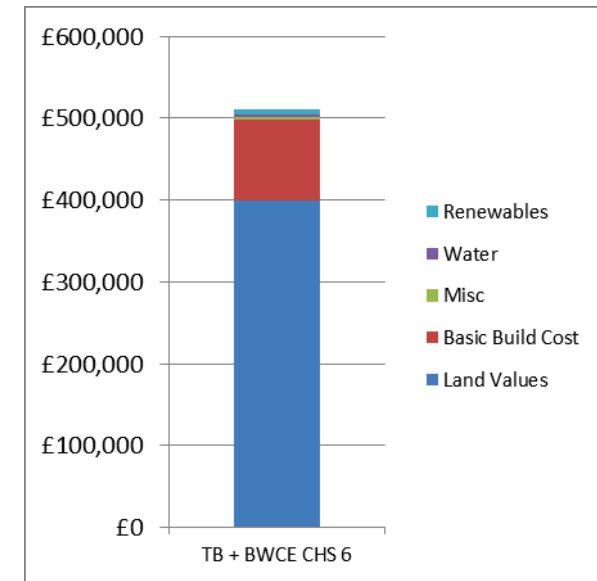
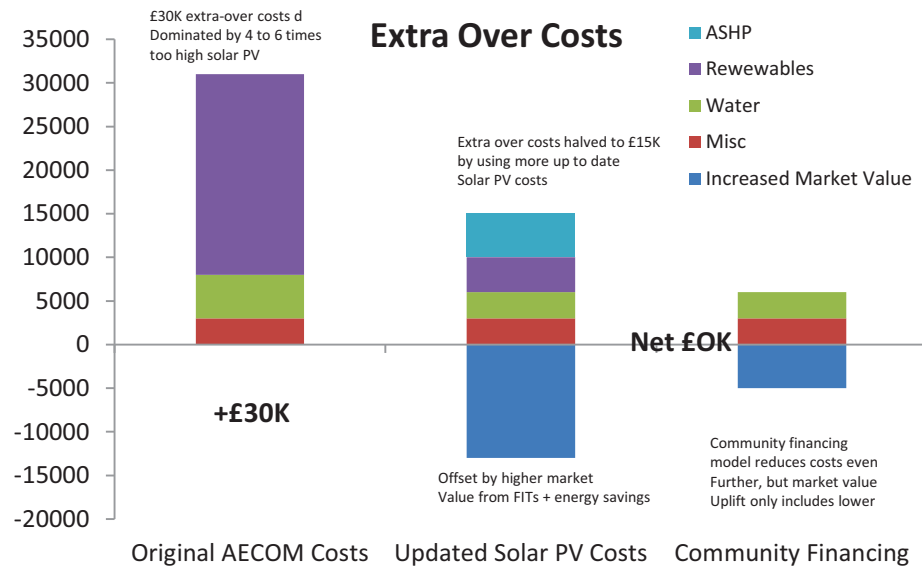
- To remove the suggestion that developers should be actively looking to develop the Royal High School and Kingswood School playing fields, instead making clear that the Council's policy is for brownfield development only and that any development plans should address the brownfield site alone;
- To strengthen, and make more specific reference to, the landscape constraints which will need to be respected in order to adhere to the Council's own development policies; and
- To interrogate much more accurately the number of dwellings and other development that can be fitted onto the brownfield site given these constraints and to alter the Concept Statement accordingly before the MOD markets the site in September.

## Response to MOD Concept Statements

- Transition Bath submitted a 15 page detailed response to the MOD Concept Statement in an effort to make the developments more sustainable
- We are concerned that many of our suggestions will not be absorbed into the final document
- The latest version of the proposal promotes only 20% sustainable housing (CfSH Code 5 & 6)
- We feel this lacks ambition and aspiration and that the council should specify all housing to be Code 5 & 6
- Bath has an established record on community action in sustainability – B&WCE, Bath Homes Fit for the Future, Warmer Bath, Sustainable Retrofit SPD, 6 successful local DECC LEAF Projects – we feel that this gives the council a mandate for requiring new homes are built to a high standard of sustainability + high land values
- Other MOD site disposals e.g. Plymouth and Bordon, are being specified to Code 5, Code 6 and even Passivhaus standards

# Response to MOD Concept Statements

- Original AECOM extra-over costs of £30K restricting case for higher levels of sustainable housing
- But the analysis is flawed as it doesn't take into account cheaper solar pv and/or community financing



- The main impact is the significant reduction in the cost of renewables from £23K to £4K
- Market values should also be increased as a result of FIT income and lower energy bills
- Killer option: Alternatively a community energy company could finance the renewables

# Response to MOD Concept Statements

Please read our seven-chapter response statement:

- Schools to be BREEAM Excellent (only 7% extra cost)
- RIBA Case for Space and space standards for homes
- Community shops and cafés (Ensleigh)
- Allotments and housing layout to promote community interaction
- No to suburban cul-de-sacs
- Low key parking arrangements
- Low cost, frequent public transport
- Support local economy and skills base – designers, builders, tradespersons
- Co-housing and self-build opportunities



# Response to MOD Concept Statements

## Next Steps

- Transition Bath to work with the Council throughout the consultation and procurement process, particularly in the oversight of any viability studies, potentially in combination with a knowledgeable councillor (David Martin)?
- Back our analysis in support of Code 6 housing
- Find solutions that support the local economy
- Work towards a beneficial legacy for future generations which we can be proud of

**Philip Haile, Energy Efficiency Professional, TB Energy Group**

**Paul Stansall, RIBA Architect, Trustee Transition Bath**

## Summary

Transition Bath welcomes the opportunity to respond to Bath & North East Somerset Council's draft [MOD Concept Statements](#) published for public consultation between 18<sup>th</sup> April and 30<sup>th</sup> May 2012. They concern the redevelopment of MOD sites at Ensleigh, Foxhill and Warminster Road in Bath and propose the development of 1200 houses, 2 Primary Schools, a Doctor's Surgery and associated infrastructure across the three sites. The sites are seen by the Council as key to providing new housing and form a crucial part of its Core Strategy for brownfield development. The Council's Strategic Housing Land Availability Assessment predicts they should provide around 20% of Bath's housing requirement for the period up to 2026. We understand the purpose of the statements is to guide the redevelopment and disposal process with reference to agreed high-level, design principles. We also understand that the MOD will market the sites from September 2012 and that the pressure of time has prevented the Council from preparing a formal Development Plan Document.

The following points summarise our key comments and observations:

### 1 Planning and consultation process

- The absence of a full 'Development Plan Document' is regrettable and an opportunity missed. We are concerned that the haste to assist the MoD's site disposal process may put at risk some interests of the local community.
- The MoD's dual need to dispose of the Ensleigh site quickly while at the same time as hold onto its Data facility there until 2018 may put into conflict the operation and delivery of the development and construction process.

### 2 Energy

- All domestic buildings should be designed and constructed to the highest standards of environmental and energy performance e.g. Code for Sustainable Housing 6 at the Ensleigh & Foxhill sites and Codes 5 & 6 at Warminster Road.
- There is a unique opportunity for developers of the sites to link up with Bath West & Community Energy the UK's largest local community renewable energy enterprise to finance and run renewable energy schemes across these sites.

### 3 Sustainable design, construction, commissioning and space use

- Non-domestic buildings including the schools should be built to BREEAM standard 'Excellent'.
- High standards must be set to support sustainable floor space and noise insulation for all domestic properties. We strongly recommend the adoption by the Council of the aims of the RIBA's 'Case for Space' to assist with the long term usefulness of the new homes.

- Homeworking requires fast, reliable broadband services. These developments offer an excellent opportunity for the Council and its stakeholders to approach the telecommunications sector and improve the city's broadband performance.

#### **4 Community and food**

- Shops and cafes should be included at all sites and for them to be community or at least locally owned, with food locally sourced.
- Guidance should be given on where community facilities are located within the sites.
- Allotments should be integrated with houses to help foster community interaction.
- Site layout principles that help foster community awareness and interaction should be encouraged. More visibly open, movement-permeable layouts allowing the sharing of space between traffic and pedestrians are more successful than dead ends and cul-de-sacs in creating well-integrated neighbourhoods.

#### **5 Transport**

- Careful thought needs to be put into car parking arrangements but with residents encouraged to use low-energy transport e.g walking, cycling, buses and car clubs. Carefully balanced provision for private parking should encourage residents to use lower carbon alternatives.
- Low cost, frequent public transport is key to the success of linking these sites to the city.

#### **6 Local economy**

- At least 20% of the dwellings should be constructed by local builders and self-developers with half of all properties designed by local design professionals e.g. architects, engineers and surveyors, commissioned through a community centred design competition. This will encourage investment in the local economy while improving skillsets in low-carbon housing among local tradespeople while fostering community engagement with the projects.
- We would also request the council to encourage developers to make generous use of the talents of local architects and designers. A design competition with the involvement of the local community could add to the success of the schemes.
- Opportunities for more direct community involvement are possible. For example, through facilitating a proportion of co-housing.



## **Transition Bath**

Transition Bath is a local environmental organisation with around 1,000 supporters. Its aim is to help build a sustainable future by harnessing the power of community in the face of declining natural resources and increasing fuel and food costs. We support moving to a low carbon, local economy and building positive, self-reliant communities. We are involved in a wide range of local activities including the recent Bath Homes Fit for the Future project in partnership with BANES Council and Bath Preservation Trust.

In 2009 the council formally endorsed the Transition Movement, in particular agreeing to *“consider through the Council's strategic planning ways in which the Council may assist in achieving the goals of the Transition Towns and Villages and the resource implications of doing so.”*

### **Bath's challenges**

The Bath & North East Somerset region faces an unusual challenge, and one that is locked into its future development: to address the large proportion of energy inefficient heritage buildings within its housing stock, along with a rapidly ageing residential population and a worryingly high proportion of winter deaths. This situation demands a carefully designed response and recent events suggests some progress is now starting to be made.

Bath is responding to this and other environmental challenges through positive local action and particularly in the area of sustainability. This includes six successful DECC LEAF bids; the Energy Efficient Widcombe Project; the award winning Warmer Bath project offering guidance to energy efficiency in traditional homes; and the launch of Bath & West Community Energy, now the largest community energy share issue in the UK. In addition to these recent successes are the long-standing and popular Green Park Farmer's Market, several community fruit and vegetable gardening schemes, the FareShare food initiative, the Bath Oliver local currency scheme and the Chelsea Road walk to shops initiative.

Other challenges the region shares nationwide and in response to Government policy have a statutory obligation. In particular, the UK is committed to reducing its greenhouse gas emissions by at least 80% by 2050, relative to 1990 levels. The Council is also committed to reducing the area's carbon emissions by 45% between 1990 and 2026. This means all future development of the area's housing stock - from retrofit to new build, will need to start from the recognition that some 41% of the areas carbon emissions arise from residential energy use.

## 1 Planning and consultation process

A full 'Development Plan Document' has not been offered for public consultation. We believe this is an opportunity missed as it may have ensured instant weight and authority to the Council's influence over the development process immediately from its first inception. It is not clear what authority beyond simple guidance the Concept Statements will carry during this initial stage of the planning process. We are concerned that the haste to assist the MoD's site disposal process may put at risk some interests of the local community.

The MoD's dual need to dispose of the Ensleigh site quickly while at the same time as hold onto its Data facility there until 2018 appear at odds. We are concerned that this will put into conflict the smooth running of the development and construction process at Ensleigh and fear that traffic access, site insurance, infrastructure development and project completion may be negatively impacted.

## 2 Energy

### Energy conservation standards

All buildings should be designed and constructed to the highest standards of environmental and energy performance e.g. Code for Sustainable Housing Level 6 at the Ensleigh & Foxhill sites and Codes 5 & 6 at Warminster Road.

The Concept Statements suggest a Code for Sustainable Housing Level 4 at all the sites with a 'few' demonstration Level 5 & Level 6 properties. Code level 4 is only equivalent to the new Part L of the Building Regulations as required in 2013 and setting the standard this low would be an opportunity lost. We would recommend this be upgraded in the final document to specify Level 6 at Ensleigh & Foxhill, and a minimum of Level 5 at Warminster Road with the use of "Allowable Solutions" minimised.

There are a number of reasons behind our request for higher standards:

- a. **Long construction period encompassing higher standards:** the construction of these sites is likely to take place over a long period of time. For example, based on progress at Riverside this could be up to ten years. Once Planning Application and Building Regulation consent is given at the beginning of the project the properties are legally allowed to be built to that standard for the remainder of the development. A worst case scenario would be that properties built in 2022 would only need to meet the Building Regulation standard of the initial planning application as submitted some ten years earlier. We believe a higher standard should be required that would exceed the potential Building Regulations at the midpoint in the construction i.e. around 2017. This is likely be Code Level 5 & 6 as currently being proposed for 2016 Building Regulations.
- b. **Impact of land value & building premiums - less significant in near future:** delivering properties to the highest standard generally costs more. If this can't be reflected in the sale value of the

new properties this may reduce the land value and any return the MOD might make from selling the sites. We believe this potential reduction in land value would be minimal and meeting a higher standard would be in the interests of the community, something that the MOD is mandated to take into account when selling the land. Historical analysis of these costs suggests building to Code 5 & 6 is likely to increase building costs by between 5% and 30%<sup>1</sup> compared with a property built to Code 4. This has been used by the Building Industry to argue against compliance with these higher standards. However the costs are reducing rapidly as the volume of buildings built to these standards increase and the costs of renewables required to make properties more carbon neutral, for example solar panels, are also dropping rapidly<sup>2</sup>. More recent analysis for example from Zero Carbon Hub suggests that by 2017 the added premiums will have halved to between £3000 and £8000<sup>3</sup>. We believe the council's supporting document<sup>4</sup> to the Concept Statement which assessed the cost impacts by using higher standards, ought to have looked at these reducing future costs rather than basing them on 2010/2011<sup>5</sup> costs.

- c. **Need for Bath to meet the UK Government's 2050 80% CO2 reduction commitment:** The UK Government has committed to reducing the UK's carbon emissions by 80% by 2050. This is a core issue for Transition Bath. In order to meet this commitment new homes will have to become carbon neutral to compensate for other sectors for example aviation, plastics and agriculture where it is much more difficult to reduce emissions to zero. The Bath area is going to struggle to meet this commitment because of the prevalence of listed Georgian properties. We predict that new developments in Bath may be forced to compensate for the older building stock and as a minimum will have to be built to carbon-neutral or even carbon positive standards.
- d. **Retrofitting to a higher standard is expensive:** once a property is built to a lower standard it is much more expensive to then have to upgrade it to a higher standard. We believe this cost is several multiples of the original cost. The usable floor areas of properties are often reduced if for example internal wall insulation is installed during a retrofit. In the medium to long term it may be more efficient and economic to develop to the higher standards to avoid significant additional expense of having to retrofit the property to meet 2050 standards.
- e. **"Allowable Solutions" should not be allowed:** this approach may allow developers to avoid meeting future carbon neutral building regulations by making offset payments, similar to carbon offset payments on airline flights. Developers are concerned with the extra costs to meet the new standards and argue it would be cheaper to invest in alternative carbon reduction schemes outside their developments. Typically this could reduce cost premiums by 70%. We believe this is short-sighted because in the long-term the overall cost is likely to be far greater because of the need for retrofitting. Meanwhile the costs of making a building near carbon neutral are rapidly reducing.

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<sup>1</sup> "[Code for Sustainable Homes: A Cost Review](#)", Dept Communities & Local Government, March 2010

<sup>2</sup> The [price](#) of solar panels dropped by 50% in 2011.

<sup>3</sup> "[Zero Carbon Homes: Impact Assessment](#)" Dept. Communities & Local Government, May 2012 [P13 – suggests cost premiums will halve down to between £3000 & £8000 with higher volumes by 2017

<sup>4</sup> "[Setting Energy and Sustainability standards for three MOD sites in Bath](#)" AECOM, February 2012

<sup>5</sup> "[Costs of building to the Cost of Sustainable Homes: Updated cost review](#)", Dept. Communities & Local Government, August 2011

- f. **Other councils are specifying Codes 5 & 6 for other MOD site disposals:** The requirement for Code 4 is weaker we note, than demands from other councils working in partnership with the MoD on land disposals, for example:
- i. For the MOD Whitehill Bordon redevelopment, East Hants Council are specifying<sup>6</sup> all the houses are to be built to Code 6 standard: *“All of them will be built to the Code for Sustainable Homes level 6”*
  - ii. For the redevelopment of Devonport, Plymouth Council has required<sup>7</sup> that the majority of the housing should be Code 6.

Given the wide support for sustainability concerns across Bath, matching if not exceeding the standards being set at other locations is an imperative. In the examples above their documents have either ‘Core Strategy’ or ‘Local Development Framework’ status and so provide more stringent guidance than those of BANES. We recommend this issue be addressed with urgency.

- g. **Developers believe Code 6 is unaffordable:** A commonly held view is that it is economically impossible to build to Code 6. While this is a new and demanding standard there are enough precedents to illustrate its feasibility. Examples include:
- i. [Parkdale in Castleford](#) – where 91 houses have been built;
  - ii. [Mendip Road, Chelmsford](#) – where 10 houses have been built;
  - iii. [Greenwatt Way, Slough](#) – SSE showcase code 6 development.

An example of Code 5 commercial housing built close to home is the Darlington Wharf development adjacent to the Warminster Road site, recently completed by Emery Brothers Ltd. This is shown in the photo below:



<sup>6</sup> [“Core Strategy Preferred Policies - Whitehill Bordon”](#) – East Hants Council

<sup>7</sup> Chapter 5 Plymouth Council [Local Development Framework: Improving Housing](#)

This new-build terrace faced in local stone is designed to meet Code 5!

## Renewables

Building houses to CfSH Codes 5 & 6 requires the use of renewables, typically solar PV, solar thermal and biomass heating. A unique opportunity arises here for co-investment by Bath West & Community Energy (B&WCE) the UK's largest local community renewable energy enterprise. This includes the potential to supply and finance solar roof panels and district-wide biomass heating, potentially offsetting some of the developer's costs in meeting CfSH Codes 5 & 6. For whole neighbourhood heating and electricity a CHP solution could also be considered.

We would also recommend careful design consideration is made in the control of heating and ventilation to these properties. A number of post installation assessments of mechanical ventilation and heat recovery systems, solar thermal<sup>8</sup> and air source heat pumps<sup>9</sup> have suggested residents don't clearly understand the system controls. As a result the predicted energy efficiency savings from such systems have not been achieved. Community based support for new residents would help improve the understanding of controls, and help ensure that heating and ventilation systems are used more efficiently. Alternatively the schemes could be supported by a 'Soft Landings' commissioning framework<sup>10</sup> to help occupiers understand how to best control and use their new homes.

It could be of immense benefit to the Bath community if the implementation of site wide energy monitoring and control systems is combined with research taking place at Bath University into Smart domestic building control systems<sup>11</sup>.

## 3 Sustainable design, construction, commissioning and space use

### Landscaping

Notwithstanding the requirement to build to BREEAM environmental standards, the landscaping solutions will require very careful consideration of climate change impacts e.g. low-water planting, use of sunlight reflecting surface materials and the avoidance of tarmac surfaces. With more dramatic weather patterns predicted, careful thought will be needed into designing how people move across these sites with regards to sun and rain, planting, personal security, night-time lighting and associated light pollution. UK rainfall patterns are causing problems with sudden high volumes of rainwater run-off that deluge city storm drains. Landscaped surfaces that are more porous, green roofs and walls that hold and release water slowly and water butts to help store rainwater for later use will all help mitigate some of the worst effects.

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<sup>8</sup> "[Here comes the sun: a field trial of solar water heating systems](#)", Energy Saving Trust, Sept 2011

<sup>9</sup> "[Getting warmer: a field trial of heat pumps](#)", Energy Saving Trust, Sept 2010

<sup>10</sup> <http://www.bsria.co.uk/services/design/soft-landings/>

<sup>11</sup> "[Enliten](#)" – a £1.5M project to look at Smart who occupants use energy control systems & whether these can be improved (2012-2016)

### Non-domestic buildings

We recommend that all non-domestic buildings on the three sites be built to BREEAM 'Excellent' standard, and ideally target 15 credits under 'Ene 01', meaning the buildings are carbon neutral. Transition Bath has highly valued experience<sup>12</sup> in working closely with schools to reduce energy consumption. Based on this experience we know that once a school is built its fabric is rarely upgraded, mainly because of the intermittent nature of school capital funding. The record clearly shows many Bath Schools built in the 1950s and 1960s have had no such upgrades. Any new school needs to be built to the highest standard from the start as it is unlikely to be retrofitted to a higher standard later and therefore unable to meet the 2050 80% CO2 reduction target.

In tandem with the construction of new buildings a Soft Landings<sup>13</sup> commissioning framework to help occupiers understand how to best control and use their new buildings is recommended. A Soft Landings' approach means designers and constructors stay involved with buildings beyond their practical completion. This assists the client during the first months of operation and beyond, to help fine-tune and de-bug the systems, while ensuring occupiers better understand how to control and use their buildings.

### Space standards

BANES council has no floor-area space standards for new dwellings. As a result developers are building properties in Bath which we believe are too small and may not be sustainable in the long term. There are a number of problems with building properties that prove to be too small:

- a. **Transient population rather than a sustainable community:** if properties are too small occupiers won't live in them for long periods and merely see them as a short-term stepping stone to a larger property that they are more comfortable living in. This makes it difficult to maintain a stable community if the population is constantly changing
- b. **You can't predict future requirements:** homes built today could last for generations. It is difficult to predict future domestic use patterns. Dwelling space that allows patterns of use to evolve over time is highly valued. Many in Bath live in Georgian flats not designed for 21<sup>st</sup> century living (they were built 200 years ago without bathrooms, kitchens, TVs, computers etc.) but they have been successfully adapted because space has allowed it. The average single floor Georgian two-bed flat conversion in Bath is some 80 square meters, which is adequate to allow flexible conversion and future adaptability. New dwellings with insufficient space may not stand the test of time.

Housing development in London is once again guided by 'Parker Morris'<sup>14</sup> type space standards. These Bath developments must deliver houses of a fully functional size, suitable for long-term, sustainable habitation. We strongly recommend the adoption by the Council of the aims of the

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<sup>12</sup> [Transition Bath Schools Energy Project & B&WCE DECC LEAF Schools Energy Assessment Project](#)

<sup>13</sup> [www.bsria.co.uk/services/design/soft-landings/](http://www.bsria.co.uk/services/design/soft-landings/)

<sup>14</sup> 'Homes for Today and Tomorrow', Parker Morris, HMSO 1961



RIBA's 'Case for Space'<sup>15</sup>. The Council should target minimum floor areas of for example 60sqm for two-bed flats and 100sqm for three-bed houses. We would recommend the council incorporate domestic floor-area space standards into its Core Strategy documents.

### **Homeworking**

**Trend towards home working:** there is an evolving trend to increased home working. We believe that many properties currently being built are unlikely to accommodate adequate space for desk based home working. Homeworking requires not only the opportunity to find space in the home but also reliable broadband services. Bath has a poor reputation in this regard. We see the scale of these developments as offering an excellent negotiating opportunity for the Council and its stakeholders to approach the telecommunications sector and improve the city's broadband performance.

### **Noise insulation between properties**

Along with minimum space standards we think it important that high-quality acoustic insulation be provided between and within properties. Conflict over noise has a significant impact on community welfare. Combined with undersized properties it can lead to high turnover of occupants and general disharmony. We recommend developers pay careful attention to the issue of noise insulation.

## **4 Community and food**

**Shops and Cafes:** Shops and cafes should be included at all sites. We note this is a significant omission from the current Concept Statements. These facilities should be community or at least locally owned, with food locally sourced and guidance could be given on where community facilities are located within the sites. A good model for such a facility is the community owned shop and café at Freshford.

The availability of local shops will have the benefit of reducing local traffic volumes as residents will not have to travel offsite for some of their shopping needs. Ideally everyone should have a shop for their daily needs within walking distance, a fact borne out by the Transition Bath, Chelsea Road survey. It is difficult to walk up from town carrying bags of shopping, particularly for the elderly and mothers with pushchairs. What must be avoided is for people to have to use a car or take an expensive bus journey simply to buy a pint of milk or a newspaper, let alone some fruit and vegetables. Shops and cafes also act as social meeting places, particularly for the socially isolated e.g. the elderly and young mothers, encouraging a sense of community.

**Allotments:** We welcome the council's commitment to include allotments on all three sites. Allotments should be integrated with houses to help foster community interaction. The Concept Statements need to encourage developers to place allotments close to housing but not at the expense of cutting down private garden space.

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<sup>15</sup> [The Case For Space: The Size of England's New Homes](#)", RIBA, Sept 2011

We note that the allocation of space for allotments is consistent with BANES council's Green Spaces Strategy. At the same time we question whether there is sufficient for these sites and request that contingency plans be put in place should they be over-subscribed. The current space allocation implies about a half plot<sup>16</sup> or 125sqm per 16 households and question whether this is enough. If full plots were allocated this would mean only 1 plot per 32 households. The housing densities of the sites look high, and may not leave much space for gardens. We suspect the allotments will be very popular on these sites. One option would be to set aside some of the allocation of 'formal open space' and 'natural areas' (which currently has ten times the space allocation of the allotments) as possible extensions to the allotments if the initial allocation is insufficient. From our awareness of the popularity of community orchards, a portion of the 'open space'/natural areas' could be allocated for this purpose.

**How non-domestic buildings are integrated into the sites:** the concept documents provide little guidance about how non-domestic buildings are well integrated into the sites. This may cause problems on the Ensleigh site if the MOD fails to release the space currently occupied by their data centre.

**Integration of these sites into the surrounding community:** little has been said in the Concept Statement about how these sites can be integrated into adjacent neighbourhoods. It is important that the views of the local community are taken into account in their design and layout.

Site layout principles that help foster community awareness and interaction should be encouraged. Research studies have demonstrated the paucity of community awareness reinforced by feelings of isolation arising from suburban style 'cul-de-sac' planning.<sup>17</sup> More visibly open, movement-permeable layouts and allowing the sharing of space between traffic and pedestrians are proving more successful than cul-de-sacs in creating stable and secure urban neighbourhoods.<sup>18</sup>

## 5 Transport

Transition Bath promotes sustainable transport, with the objective of minimising fossil fuel consumption through encouraging investment in walking, cycling and public transportation. We feel that significant opportunities exist within these sites to promote sustainable transportation.

We feel the first priority should be to minimise the need to travel. This can be achieved by providing local facilities such as shops, cafes, community meeting spaces, workplaces and schools. A second priority, if there is a need to travel offsite would be to make this as sustainable as possible by trying to avoid the need to use gasoline powered vehicles. These not only create atmospheric pollution from dangerous Nitrous Oxides, particulates and greenhouse gas emissions, but contribute to noise

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<sup>16</sup> The national standard size for allotment plots is [250 m<sup>2</sup>](#) – twice B&NES's local standard

<sup>17</sup> See Space-syntax publications UCL 1975 onwards

<sup>18</sup> [www.kensington.londoninformer.co.uk/2012/02/exhibition-road-shared-space-o.html](http://www.kensington.londoninformer.co.uk/2012/02/exhibition-road-shared-space-o.html)



pollution and congestion within town. Transition Bath seeks to encourage walking, cycling and public transportation on these sites and to discourage the use of petrol/diesel driven cars.

More detailed comments on transport is provided in the site specific section at the end of this document as each site has differing transport requirements. More general issues relevant to all these sites are discussed immediately below.

**Provision of local facilities:** Transition Bath welcomes the inclusion of new primary schools at Ensleigh and Foxhill. As discussed in [Shops and Cafes](#) in more detail, shopping and cafés should be provided at all sites to minimise the need to travel long distances.

**Public transport:** To encourage use of public transport, it needs to be cheap, convenient and frequent. In particular it needs to be more convenient than using private cars for trips within Bath. Encouraging this requires making bus stops readily accessible to residents and making car parking less accessible. This is likely to be a significant challenge for the Council and other stakeholder agencies to make travel between these sites and the city properly sustainable. Transition Bath supports an imaginative, shared response from all stakeholders.

**Using parking arrangements to discourage car usage:** We support the statement that *“The layout shall be pedestrian and cycle dominant, with excellent public transport accessibility. A ‘shared space’ ethos for streets and spaces should prevail throughout the site”*, while requesting clearer guidance on parking provision. In particular:

- We feel that the Concept Statements should provide stronger guidance in the provision and placing of car parking to prevent it dominating the street scape while encouraging children to play outside their homes – for example by keeping cars to the outer edges of the sites
- Parking allocation should be at a maximum of 1 vehicle per household at Ensleigh and Foxhill and 0.5 vehicles per household at Warminster Road
- Space should be allocated to ‘Car Club’ parking, to support the need for car ownership and to reduce the necessity for second car ownership
- Ideally car parking space should be paid for both on a capital and operational basis, this would skew the economics of car ownership towards public transport and ‘Car Clubs’<sup>19</sup>
- Reducing car parking provision has the additional benefit of making more space available for housing (larger floor areas) and communal spaces – allotments, natural areas
- Provision should be made for charging electric vehicles and high power cabling for when they become more common needs to be carefully considered – power should be available to all parking spaces

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<sup>19</sup> [“Car free Development: a guide for developers and planners”](#) discusses examples of how car free developments can be implemented, including Freiburg charging £12,500 for a parking space, plus a monthly fee. There is however a danger of car parking over spilling to the surrounding areas if residents try to avoid the fee

## 6 Local economy

While the Concept Statements allude to making provision for self-builders they lack specificity. They need to be more specific as to the opportunity afforded to local builders. Any provision for local involvement could be ignored once the land is purchased.

One of Transition Bath's aims is to promote the local economy and we would like to encourage the council to ensure these developments will do the same. In addition to a role for self-builders we suggest that local architects and commercial builders should be given the opportunity to take a lead.

A minimum of around 20% or 240 homes we would suggest could be allocated to local developers and self-builders. This could assist local tradesman gain experience in low-carbon housing which would equip them for future developments elsewhere in the region.

We would also like the council to encourage developers to make generous use of the talents of local architects, engineers and surveyors. A design competition with the involvement of the local community could help ensure the success of the schemes.

Opportunities for direct community involvement are also possible. For example, a co-housing scheme such as the Springhill development in Stroud<sup>20</sup> in which a local community group was responsible for the financing, design and build of a group of houses and associated facilities may offer itself as one way forward. Some form of community enterprise in partnership with the development team may be a direction in which the Council sees an important and unique opportunity arising, facilitated through the supporters, contacts and volunteers of Transition Bath.

## 7 Site Specific Issues

Each of the sites has specific issues that need addressing separately:

### 7.1 Ensleigh

The Ensleigh site is the most isolated and has few local facilities. We suggest the following be included in the planning statements:

**The provision of a local shop, café and community centre:** there are no local shopping facilities in Upper Lansdown and the community centre is decrepit and on the periphery of the area.

The provision of a local shop and café would have two key benefits:

- I. To act as a hub for the community and reduce the need for residents to travel offsite, reducing traffic congestion both locally and down into the centre of Bath;

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<sup>20</sup> <http://www.cohousing.org.uk/node/78>

- II. To provide the current residents of Upper Lansdown with a new facility to help Ensleigh better integrate with its community.

We would encourage BANES council to support locally owned and run businesses and whose provisions are sourced from the local area. Major chains tend not use locally sourced food, an issue the Transition Bath Food Group<sup>21</sup> is strongly committed to addressing. The region surrounding Bath has excellent local food producers.

A shop and café, with careful design could also be combined with a replacement community hall with the café using the space during the day and the community hall utilising the space in the evenings.

**Provision of a primary school:** Transition Bath welcomes the provision of a primary school, a facility currently absent from Upper Lansdown. It would reduce the need for residents to travel off site to take their children to school. Provision needs to be made to take pupils from the surrounding catchment area to the school either by walking or using the public bus service.

**Public Transport:** Of all three sites Ensleigh requires the most careful consideration for supply of public transport. It is the most isolated and has the least current provision.

For public transport to be well utilised it needs to be frequent and cheap. Unfortunately the no.2 bus which services the site only runs every ½ hour between 07:45 and 18:45 and is relatively expensive at £4.10 return. The Park & Ride bus service which runs along much the same route is cheaper at £3.00 and more frequent, running every 15 minutes between 06:15 and 18:45. However, it doesn't stop frequently enough along Lansdown Road to adequately serve residents. The ticketing systems between the services are incompatible so that you can't for example use a return ticket covering both services. As a result if you mix the services on the same trip you have to pay twice.

A better solution for the Bath community would be to combine the services and have a single service running three buses continuously up and down Lansdown Road, with frequent stops including one alongside the Ensleigh site. The service should also be provided at the same low cost (£3) available to Park & Ride customers or ideally should be subsidised down to £2 return which would encourage significantly greater take-up of the service by residents.

There also needs to be provision for a less frequent late bus running through to 23:00.

**Cycling provision:** While the provision of a cycle lane up Lansdown Hill is welcomed we would point out that the hill is very steep and is likely only to see use by the super-fit or those with electric bicycles. An alternative less steep route would help. Because of the steepness of the hill good provision for electric bikes should be made and mains electrical connections should be included on cycle storage facilities which we presume will be included with homes built to Codes 5 & 6.

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<sup>21</sup> <http://www.transitionbath.org/food>

**MOD not releasing all the land making the layout of the estate difficult:** as far as we understand the MOD may not be releasing a substantial part of the Ensleigh site until 2018. This land is occupied by a data centre at the centre of the site. If the MOD does not release this land promptly we are concerned that this may lead to serious compromises in the design and layout of the site as well as place the delivery date of the entire scheme in doubt.

## 7.2 Foxhill

Foxhill is the largest site while probably having the best existing local infrastructure with provision of public transport, local shopping and schools. Our comments on the Foxhill proposals are:

**Primary School provision:** This needs to be thought about carefully as Combe Down School is very close by, but has a very small site with limited opportunities for expansion and very poor and unsustainable existing fabric<sup>22</sup>. Rather than splitting the school campus between a new school at Foxhill and the existing site it might be better to build a single larger more sustainable (BREEAM 'Excellent') school at Foxhill in exchange for council owned land being made available for housing on the Combe Down School site.

**No provision for cycle lanes:** The background document on transport provision at Foxhill states "*The specific provision of cycle lanes along Bradford Road as part of any scheme has been considered but is not considered desirable*" it explains that this is not possible because of parking provision on Bradford Road. We would suggest the council consider looking at the options for provision of a cycling lane on Bradford Road again as only a short section of the road provides parking bays and the road may indeed be wide enough to support cycle lanes.

**Cycling and Walking Routes:** We welcome the idea of walking and cycling routes into the town centre via Perrymead, Prior Close and Popes Walk. Careful thought will be needed in their detailed design.

## 7.3 Warminster Road

Warminster Road is the smallest of the sites, is within walking distance of the centre of town and is visually sensitive.

Our specific comments on Warminster Road are:

**Visual Impact:** the Warminster Road site is visible from much of the northern side of Bath and as such will have a much more visible impact on the cityscape of the Bath World Heritage site than the other sites. We support the view that the proposed tiered north-south orientation would allow all residents good views across the valley. This would have the additional benefit of providing south facing roof spaces for solar PV and solar thermal panels which would not be visible from across the valley. It may be possible to achieve Code 6 housing for Warminster Road.

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<sup>22</sup> "Combe Down School Energy Assessment", Lock-In Energy, May 2010

**School provision:** There is currently no additional school provision proposed for Warminster Road. The local schools Bathwick St Marys and Widcombe Infants are the most popular and oversubscribed (by a factor of almost three<sup>23</sup>) schools in Bath. The likely consequence, if no additional provision is made is that primary school children would have to travel even further than they have to do today to get to school, increasing pollution and congestion in the local area. As part of the evidence base for this scheme we would be grateful if the council could explain how provision for primary school children will be achieved?

*Paul Stansall, Philip Haile, Virginia Williamson & Dick Daniel, plus others on behalf of Transition Bath*

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<sup>23</sup> [Bathwick St Marys – 84 applications for 30 places, Widcombe Infants – 150 applications for 60 places](#)

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## **Statement Beckford Tower Trust to B&NES Cabinet, July 11<sup>th</sup> 2012**

**To be made by Adrian Tinniswood, Bath Preservation Trust Trustee (in BPT's capacity as sole trustee of Beckford Tower Trust)**

Good evening, my name is Adrian Tinniswood and I am speaking on behalf of the Beckford Tower Trust, which is responsible for the care, protection, maintenance and public opening of Beckford Tower and the associated museum on Lansdown. Beckford Tower Trust is a subsidiary charity of Bath Preservation Trust of which I am a Trustee.

I wish to speak about the proposed development of the Ensleigh MOD site and its potential impact on Beckford's Tower, an important Grade 1 listed building, that is to say a building afforded the highest level of statutory protection. It is described in its English Heritage listing a 'Prospect Tower or belevedere....an innovative fusion of Picturesque asymmetry and precise neoclassicism...a key monument in the development of British Neo-classicism'.

Our concern relates to the setting of the Tower and views from it, but also crucially to the impact of development on views towards it. Long views to the Tower are enjoyed by nearly all visitors to Bath, whether approaching from Lansdown or the A46, the A4 from Bristol or from Box or the A39 Wells road to the south.

Development of the brownfield MOD site at Ensleigh, as long as it was relatively low-rise, high quality, and respected the treeline, would not really be a major problem. However, any development of the playing fields opposite the Tower, currently owned by Kingswood School, would be a serious issue and would be strongly opposed.

The MOD site goes to the brow of the hill, and the edge of the Bath skyline. Any building beyond that would spill over the 'edge' of the bowl, be highly visible from a number of approaches, and seriously compromise many of the long views of the Tower, as well as seemingly urbanising its eastern aspect, which is currently open countryside.

The importance of the Tower and its visibility from far away are we believe under-represented in the Concept Statement which should be adjusted accordingly.

We therefore ask the Cabinet to:

- Remove reference to the Kingswood playing fields from the Concept Statement; and
- Strengthen the reference in the Concept Statement to the importance and significance of Beckford's Tower and its setting and long views.

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