

BATH AND NORTH EAST SOMERSET COUNCIL

HOUSING AND MAJOR PROJECTS POLICY DEVELOPMENT AND SCRUTINY PANEL

Tuesday, 29th July, 2014

Present:- Councillors Eleanor Jackson (Chair), Steve Hedges (Vice-Chair), Brian Simmons and June Player

12 WELCOME AND INTRODUCTIONS

The Chair welcomed everyone to the meeting.

13 EMERGENCY EVACUATION PROCEDURE

The Chair drew attention to the emergency evacuation procedure.

14 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

Councillor Tim Ball (Cabinet Member for Homes and Planning) sent his apologies to the Panel.

15 DECLARATIONS OF INTEREST

Councillor Steve Hedges declared an 'other interest' as his son works for Curo.

16 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN

There was none.

17 ITEMS FROM THE PUBLIC OR COUNCILLORS - TO RECEIVE DEPUTATIONS, STATEMENTS, PETITIONS OR QUESTIONS RELATING TO THE BUSINESS OF THIS MEETING

David Redgewell – South West Transport Network made a statement to the Panel. He stated his concern over the Southgate development in that while the toilets had been brought back into use, the café was still not open and there appears to be no CCTV in action. He asked that an officer be put in place to be responsible for queries on this issue. He stated that he would like to see Southgate finished and working. He went on to speak about economic regeneration work in Radstock and Midsomer Norton and asked that transport issues should form part of such plans. He asked for joined up thinking on major projects and that transport issues be fully dovetailed.

The Chair stated that she felt these issues could be taken to the Planning Transport and Environment or Economic and Community Policy Development Panels.

Councillor Simmons asked that the statement be sent to the Cabinet Member for Transport.

This was agreed by the Panel.

18 MINUTES - 27TH MAY 2014

The Panel confirmed the minutes of the previous meeting as a true record and they were duly signed by the Chair.

19 CABINET MEMBER UPDATE

Housing Services Update – The Head of Housing introduced this item in the absence of Councillor Ball.

Panel members received a written update on current issues (*a copy of the update is on the website attached to the relevant item on the agenda*). Councillor Simmons asked that Cabinet Members attend Panel meetings so that Panel members can ask questions – other Panel members agreed.

Councillor Hedges asked how many empty homes had been brought back into use in the last 3 years. The officer stated that 89 had been brought back into use over the last year. He did not know the exact figure for 3 years but felt it was broadly similar figure. Regarding a question from Councillor Hedges on compulsory purchase, the officer responded that this process was only just starting and would be concluded in this financial year.

Councillor Player asked if gardens fell under the 'Additional Licensing Scheme'. The officer replied that the Council only had minimal influence in this area. He explained that the Act was not designed for gardens but to ensure that tenant's facilities are adequate and safe. He gave his support around improving the appearance of gardens and stated that his department can contact landlords if problem gardens are reported to them. Councillor Jackson stated that there can be similar problems with gardens in private residences; she explained that there had been use of a compulsory garden clearance order in her area.

There was some discussion around fire regulations in HMO (Houses of multiple occupation) properties. The Chair congratulated officers on bringing properties into use that had been found in a dangerous state.

Councillor Hedges commended the team on their work in the area of bespoke housing solutions (*Housing adaptations for special needs*). There was some discussion around expensive adaptations made to houses and how these houses are used in the future. The officer explained that when adaptations are made, exit strategies are designed in for the property. He explained that there is not a simple resolution to this issue but that significant adaptations only related to a few properties. He stated that stair lifts are the most common adaptation and they are easily removed. He stated that adapted properties get put through the normal system but people are made aware of the adaptations in a property.

Councillor Jackson referred to a site visit to a Gypsy and Traveller site in Bristol and thanked officers for arranging this. The officer updated the Panel on the families still on the Lower Bristol Road site and explained that they had moved to another site today and that bailiffs would be going in tomorrow to remove remaining caravans.

Development, Regeneration and Project Delivery Update Tim Hewitt – Regeneration Team Manager answered questions on this paper in the absence of Councillor Stevens.

Panel members received a written update on current issues (*a copy of the update is on the website attached to the relevant item on the agenda*).

Councillor Jackson asked that Radstock be put back on the list. She also asked why Radstock and Westfield Economic Forum had been abolished. The officer explained that the group had been wrapped up to make way for a more general development advisory group with a broader remit for which the terms of reference were currently being drafted. Councillor Jackson stated that such a decision should not have been announced out of the blue and without consultation.

Councillor Simmons asked about rumours that the ventilation system in the Keynsham development were not working. The officer stated that he would check with John Folly as there were no officers present to answer this query.

Councillor Jackson asked about the roof of the Guildhall, the officer stated that there would be a reply at the next meeting.

Councillor Hedges asked that his thanks be passed on to officers regarding Odd Down 3G Pitch.

Councillor Jackson mentioned that the real time information at bus stops in Midsomer Norton and Radstock is not triggered by all buses. Councillor Hedges mentioned that this was also the case with a bus stop in Newbridge.

20 COUNCIL STRATEGIC RIVER GROUP

Tim Hewitt – Regeneration Team Manager introduced the report.

Councillor Jackson referred to the Task and Finish Group mentioned on page 17 where it is stated that recommendations would be progressed by the Autumn, she stated that she was not happy with the lack of progress on this. The officer explained that there would be more impetus when the river co-ordinator is in post.

Councillor Simmons asked if floating plastic pontoons had been considered. The officer explained that all options are being considered with the river corridor funding and partnership working.

Councillor Jackson stated that the information on comparisons with other authorities is very useful.

There was some discussion around vandal proof life belts, Councillor Player asked how they are accessed. The officer explained that there are examples around the country of life belts in emergency lockers that can be unlocked via a phone call and a code. The officer agreed to give some examples of how this would work at a future meeting.

Councillor Hedges stated that the report did not ask the Panel to comment or note. The Chair asked for a clearer cover report next time and no print smaller than 12point.

21 MIDSOMER NORTON - PROJECTS UPDATE

Jonathan Medlin – Senior Development Officer introduced the report.

Councillor Jackson asked if there were any plans for improving North Road access/plans to improve the bus service as the Stones Cross roundabout is perilous. She stated that she was also concerned about a series of planning applications resulting in a loss of retail sites in favour of flats and asked the officers view. The officer stated that it is hard to protect retail but that improvements outlined in the report will strengthen it. Regarding access, he explained that if there was a supermarket on South Road, this would improve access as there would have to be road improvements and money towards improvements in the access.

Councillor Jackson asked about Radstock Road depot and if there are any plans for development. The officer said he had no update on this and would report back.

22 ANNUAL HOUSING REPORT

Graham Sabourn – Head of Housing gave a presentation to the Panel (*a copy of the presentation slides are attached to the relevant item on the agenda on the Council website*). The presentation covered key facts including some of the following:

- Customers receiving help and advice
- Households housed
- Average cost for a 2 bed property
- Developing new homes
- Improving old homes
- Regulating the private rented sector
- Allocating social housing
- Helping homeless households
- Creating Independence
- Excellent Customer Service

The Panel thanked the officer and his team for their hard work.

23 PANEL WORKPLAN

The Panel noted the future workplan.

Councillor Jackson asked for a report student accommodation to cover the following:

- Is the Council is providing enough through the planning system – to include information on the total need and how the university plans to house their students.
- Why students blocks *are* only for first year students
- Information on post graduate accommodation

The Head of Housing said that he would speak to planning colleagues to see if there is scope for them to bring a paper to the panel on this.

The meeting ended at 7.45 pm

Chair(person)

Date Confirmed and Signed

Prepared by Democratic Services

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MetroWest, Economic Strategy for Transport and the Duty to Co-Operate in the South West of England

Under the Duty to Co-operate we are concerned that the Secretary of State is imposing a large number of new homes and a quantity of employment land in the Greater Bristol and Bath city region and the adjoining areas, Wiltshire, Swindon, Somerset and Gloucestershire. This is being done without reference to public transport infrastructure and improvements across the sub-region. We already lag well behind such centres as Greater Manchester, West Yorkshire and Newcastle/Gateshead, (the last of which includes large rural areas, like our own region). We are looking to the local authorities to ensure that realistic, future-proof public transport strategies are put in place in advance of the large increase in population. Any other option will lead to gridlock and economic and social damage.

The final plans for Phase One of MetroWest are due to be completed later this year and concurrently to work their way through the Network Rail GRIP stages 1 to 9. As of writing, there remain serious questions about some elements of the plan. In particular, the retrenchment over the siting of Portishead station is very concerning as this will undoubtedly have a serious negative impact on future take-up of rail services. We need to know if pressure has been brought to bear on Network Rail and the ORR to look at a "Stop and Proceed" arrangement into the station, similar to the Barnstaple branch. If the ORR is not prepared to see sense in this, we must at least

ensure that the station is both as close as possible to the town centre and as user-friendly as can be afforded. In addition to optimum siting, the plan must include bus-rail interchange facilities and become the focus for transport in the town. The station site adjoining the Lidl car park provides easy pedestrian access to the town centre and shopping facilities, as well as the opportunity for convenient and visible bus/rail/taxi integration.

We have not yet seen evidence of a realistic MetroBus/MetroRail interchange at the proposed Ashton Gate station or integration with the Stadium, though we understand that this is currently out for consultation with the MetroBus plans. Under the duty to co-operate between North Somerset and Bristol City Council, we need clear planning around the Portishead railway line and associated infrastructure.

The current proposed service pattern for the Portishead line still does not include stops at Bedminster or Parson Street which for a headway of 17 minutes end-to-end as against 22 minutes does not seem to be especially critical, especially when set against bus timings and rush-hour car journey timings of an hour or more. There is also the question of integration with the Weston and Taunton line which the current service plan ignores. And finally, it should be pointed out that stopping trains in Bedminster and Parson Street provides gateway access from otherwise ill-served areas of South Bristol. In addition this helps towards the City Council's regeneration planning of South Bristol as per their core strategy and BaNES core strategy.

With the final adoption of the South Gloucestershire Local Plan, it is essential that a clear and defined provision is made for station sites on the Henbury

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*West of England Partnership Planning Housing & Communities Board
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BaNES Housing and Major Projects Board on 29 July

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Loop around Henbury, Filton (at North Platform) and Charlton Halt, and protect sites at Hallen and Chittening for future halt/s — which are likely to be required in the next phase of the Metro to meet huge future development in housing and employment (Sevenside Plan). A bus network solution alone to this access issue will not do and will end up trapped in yet more gridlock. Park-and-Ride and Bus-Rail interchanges must also be built into the plans to ensure the maximum benefit to the local populace and the greatest uptake of services.

In the case of Charlton Hayes, it would be highly beneficial to the development of the emergent community if the building of the station and transport interchanges preceded the construction of the area (in very much the opposite way to how Bradley Stoke was allowed to develop without any public services).

It is also imperative that work is commissioned with Network Rail for extra holding sidings for freight trains around Hallen/Chittening, and to the north of Bristol Parkway.

The signalling on the Henbury line also needs to be upgraded as part of the Thames Valley Signaling Centre when Bristol signal box is transferred to Didcot.

We welcome the local electrification study of the Greater Bristol Metro and Filton Bank and the proposed new stations at Ashley Down and Horfield/Lockleaze, but this needs to be broadened to ensure that the study

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encompasses not only EMUs but tram-train operation for Henbury, the Severn Beach Line and Portishead once the 165 units are cascaded.

For future transport strategy, extensions to Taunton, Frome, Westbury, Warminster, Swindon and Gloucester/Cheltenham should be put on the agenda.

Under the duty to co-operate and the SHMA which would include BaNES, North Somerset, South Gloucestershire, Bristol, Mendip and western Wiltshire, the various transport boards which cover the Bristol and Bath travel to work area need to work together and dovetail their planning on transport and land use in the way that Newcastle and Gateshead work together or the various authorities in Greater Manchester. Using these examples, the way forward for this area would be a Combined Authority and Transport Board.

Within BaNES the emphasis needs to be on ramps and CCTV at Keynsham, a new station at Saltford, CCTV at Oldfield Park and new stations at Bathampton and Corsham with appropriate bus-rail interchanges and onward links to serve the new development areas within the core strategy (for instance from Keynsham to Whitchurch, South Bristol Hospital and the proposed Whitchurch Park-and-Ride).

The Somer Valley development which will see a large increase in residential and employment provision within Radstock, Midsomer Norton and Chilcompton, means that there is increasing pressure to provide a rail link to Radstock along the existing trackbed with a station in the town centre linking to a high quality bus/rail interchange within the NRR land. This is subject to

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discussion between Norton-Radstock Regeneration Ltd, BaNES, the North Somerset Railway Ltd and the Somer Valley Trust. There is a clear duty of co-operation between BaNES, Mendip and Somerset County Council over the planning of this area. There is some urgency here to protect the Radstock line and the Frome to Wells and Shepton Mallet rail corridor as consultation on the Mendip Core Strategy, which includes public transport as well as housing and economic development, finishes on 4 August.

The inclusion of stations at Charfield (for Wotton-under-Edge), Stonehouse Bristol Road (Bristol-Gloucester line) and Royal Wootton Bassett need to be built into neighbouring local authority and LEP economic plans. To this end, we would like to see evidence of this joint working in progress under the duty to co-operate.

A clear plan for the delivery of new stations and lines needs to be drawn up. With the IEP being constructed through the Bristol area (on a timeplan driven by the DfT and the Welsh Government), timescales for construction or passive provision of local stations and related infrastructure need to be clear and coordinated with the IEP. If this is not done, the local rail project is likely to be marginalized, and therefore difficult and increasingly expensive to achieve. Even with Network Rail's confirmation of four-tracking at Filton Bank and the extra platforms at Bristol Parkway and Temple Meads and East Bristol Junction, the rest of the Metro is not included beyond Phase One.

Intermodal interchanges need to be prioritised at Bristol Temple Meads, Bristol Parkway, Filton Abbey Wood, Lawrence Hill, Clifton Down, Weston-super-Mare, Yatton, Nailsea and Backwell, Bath Spa and Oldfield Park. In the

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case of Temple Meads, “Intermodal” should include ferry services as well as local and Metro buses. Any new ferry services at Bath or along the Bristol Channel should also be dovetailed into the MetroWest system.

Beyond the major projects, the duty to co-operate needs to take account of the specific requirements of several local areas.

The rural hinterland to Bristol and Bath and within the counties of Somerset and Gloucestershire has transport networks and requirements which are significantly different from the urban areas, and need to be recognized and protected as such to allow access to jobs and services. Two examples would be maintaining bus services south to Wells, Street and Shepton Mallet and north to Dursely and Gloucester because these supply long-distance commuter and leisure services into and out of the city.

Tourism is a major determinant in the economic survival of the West Somerset coast and the Quantocks. The West Somerset Railway is an iconic tourist attraction, currently owned and underwritten by Somerset County Council.

We believe that one future option for this asset, given the fact we are almost certainly heading into a period of increasingly extreme and unpredictable weather due to climate change, would be to transfer ownership of the permanent way and associated infrastructure to Network Rail (who have both the wherewithal and the experience to deal with contingency and emergency planning) with a long-term lease back to the West Somerset PLC.

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It should also be pointed out that Somerset County Council have themselves supported a bid through the Heart of the South West Transport Board and LEP to reopen the route to network trains along with the Okehampton line. This would allow for a year-round seven-day a week service to run through from Bristol/Taunton to Minehead, opening up the line to serve other economic drivers beyond pure tourism.

South Bristol has traditionally been the poor relation in local planning and it would benefit the area enormously to create a local enterprise zone centered on Hartcliffe and Filwood hopefully including MetroBus/MetroRail links to Parson Street, Ashton Gate and Keynsham. A future option which would also benefit the area would be a Park and Ride facility at Flax Bourton on the Weston rail line. As the government inspector has directed North Somerset to include a great deal more new homes in its Core Strategy, we would support allocations along the rail corridor at Yatton, Nailsea and Backwell, Flax Bourton and Pill.

On the overall strategy we are very concerned that the current plan displays an over-emphasis on aerospace and related industries, which may well not remain as major employers in the Greater Bristol city region. At the same time there appears to be a lack of focus on tourism which is not only one of the largest employers but also likely to see growth in the coming decades.

Finally, the lack of a combined transport authority for the city region is a severe hindrance to the delivery of high quality public services and also to giving local projects the clout and authority they need in the face of

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competition from treasury-driven planning and national strategies. When projects are brought to completion, the lack of an ITA means that maintenance is not necessarily followed through. Bristol Bus Station, Bath Bus Station and Cribbs Causeway are all good examples, where the fracturing of responsibility means that information services, toilets and cafés tend to be discoordinated rather than integral to the running of the facility. In all of the transport planning for our region, the lack of a transport authority with real powers is probably the greatest barrier to delivery.

David Redgewell

South West Transport Network – Tel 07814 794953

**Housing Services Update
Housing & Major Projects Policy Development & Scrutiny Panel
July 2014**

General Update

Long Service Recognition

- Two members of staff have been celebrating this month at the Mayor's long service award ceremony. Ann Robins has worked for the local authority for the last 25 years, while Dawn Hillman has worked for an impressive 40 years.

Re-shaping the Way we Work with our Housing Association Partners

- Across the West of England attention has been focussed on the successor arrangements to the West of England Housing Development Panel. The WoE HDP is the legal contracted panel of Registered Providers (our housing association partners) and developers who were selected to become the delivery agents to drive the delivery of affordable and market housing across the Region. This formal contractual panel comes to an end during 2015/16.
- It is acknowledged by all the parties involved in the WoE HDP that the formal arrangements have not delivered on the scale of development anticipated and after a series of facilitated workshops, reviews and consultation exercises, recommendations are taking shape for successor arrangements to be much more flexible and informal with a major focus on delivering the local priorities identified by each Unitary Authority, but with the benefit of a WoE-wide strategic umbrella partnership that retains the positive elements of the joint working established under current arrangements.
- The Heads of Housing and the Enabling Managers are now working up the details of the new locally focussed partnership arrangements, identifying the broad strategic parameters against which potential partners will be selected at the WoE level. Work is soon to commence to identify the key themes against which B&NES will be assessing the RP partners wishing to work within the authority.
- A report outlining the key elements of the new partnership proposals is being taken to WoE PCHB in July and then to each of the 4 UA's for sign off. In B&NES this is likely to be by way of Single Member Decision later this summer.
- Housing & Major Projects will be kept informed of progress and will be asked to comment on the key affordable housing themes for the assessment of B&NES partners.

Key Projects Update

Gypsy and Travellers

- Full planning consent has been granted for a 13 pitch Gypsy & Traveller site on land adjacent to the Lower Bristol Road. In addition a recent single member decision has provided ability to draw down the budget as required and to contract with an RP partner.

- We are currently in negotiations with the RP partner and expect to contract in the next few weeks.
- The allocations and nominations policy has been drafted. It will need to be formally agreed.
- On 18th July the Council secured a possession order for the land. Some existing occupiers have already left the site. The remaining occupiers are expected to leave on the 29th July. Some of the more vulnerable households will be provided with temporary accommodation elsewhere.

Additional Licensing Scheme

- On 12th June 2013 Cabinet approval was received to introduce an additional licensing scheme for HMOs in the designated area for a period of 5 years commencing on the 1st January 2014 with licence applications being accepted from 1st October 2013. The designated area focuses on the wards of Oldfield Park, Westmoreland and parts of Widcombe.
- At the time of writing Housing Services has received around 1,000 applications for additional licensing approval. Most of the licensable HMOs have now been inspected and the team are now drafting the licences.
- Around a third of these have been found to contain significant hazards or complex management issues for which follow up enforcement action is being taken.

Empty Properties / CPO

- Housing services are taking forward the Councils policy to bring long term empty homes into use by seeking to purchase two of the highest priority empty homes in B&NES. Cabinet have authorised the Head of Housing to make Compulsory Purchase Orders for this purpose.
- It is anticipated that the Order will be served on the 31st July. A 21 day appeal period follows before confirmation can be given by the Secretary of State. In the interim we continue to work with the owners of the properties to investigate whether a voluntary purchase agreement can be agreed.

Energy @ Home

- Energy@Home is a Council led partnership initiative with particular involvement of Housing Services and Corporate Sustainability. The procurement process for the Energy@Home advice service is nearly complete and the service due to commence in September. The retrofit delivery provider procurement has also started and expected to be available for providing finance and arranging energy efficiency improvement work by the end of the year.
- Phase 1 of Energy@Home is about to launch with a grant scheme providing up to £7300 towards energy efficiency measures funded through a successful bid to DECC.

The grant means that subject to a survey B&NES residents may be able to install solid wall and other insulation measures with no upfront installation costs.

Affordable Housing

- Draft Affordable Housing element of the Planning Obligations Supplementary Planning Document completed following informal consultation with our RP partners. The draft Planning Obligations SPD is awaiting approval prior to wider consultation this Summer.
- Cabinet has approved the new approach to Capital funding for affordable housing as outlined at the last HMP committee. And work is underway focussing on how we can use the council's capital funding to deliver against key housing priorities. Particular emphasis is being made on bespoke housing solutions for priority housing cases or client.
- Scoping work has begun on a strategic review of the affordable housing provision at BWR to consider the success of the development in terms of affordability, sustainability and contribution to the wider regeneration aims for the City Centre. This work is being jointly commissioned by the Council, Curo and Crest and will be a useful tool in helping Housing Services determine the level and nature of affordable housing being sought on Phase II at BWR and the wider Enterprise Area.

- **Q1 Performance**

What we have done well...

97% of customers are satisfied with our services. We have exceeded the 90% customer satisfaction target and been awarded a customer service excellence kitemark. Putting the customer first and having high standards for the quality and timeliness of services is very important to us

100% of decisions on homeless application were made within 33 days.

42% of all advice and prevention approaches were successful in preventing or relieving homelessness compared to the target of 33%.

554 new affordable homes have been delivered since April 2011 in partnership with registered providers, and we are on track to meet our target of 610 by the end of March 2015.

31 weeks is the average completion time for a disabled facilities grant.

12 households in temporary accommodation at the end of June 2014. This is the lowest it's ever been and is well below the target of 24.

3% sickness for the Housing Services compared to a corporate target of 5%

How we will improve...

83.3% Equalities Impact Assessments are in Place (10 out of 12). We expect to have the remaining 2 done by the end of the next quarter.

75.2% Many of the "invoices" we pay are received third hand and relate to DFG & other grant payments. These invoices are merely proof of grant completion. Since we have little control over receipt of these types of invoices it is difficult to improve performance.

43% of performance development reviews were completed at the end of the first quarter. We expect to have all staff PDRs in place by the end of the next quarter.

159 properties were improved compared to a target of 180. However, over 100 schedules for work have recently been issued. As such the target is likely to be met in subsequent quarters.

Current Quarter (Q1 14/15)		Direction of travel	Target
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1. Customer

Customer Complaints	100%		↑	87.0%	
Customer Satisfaction	96.6 %		→	90.0%	See note above
Invoices paid 30 days	75.2 %		↓	93.0%	See note above
Performance Reviews	43.0 %		↓	100%	See note above
Staff Sickness	2.9 %		↓	5.0%	See note above
Telephone response	90.0 %		↓	90%	
Equalities Impact Assessment	83.3 %		↓	100%	See note above

2. Improved homes

Number of unsafe or unsuitable homes improved (DLI)	159		↓	720	See note above
Disabled Facility Grants	47		↓	250	See note above
Housing conditions enforcement actions completed	71		↓	350	See note above
Improvements for vulnerable people	41		↓	120	

Empty properties brought back in to use (PPC)

12		↓	50
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(DLI) – Directorate Level Indicator
(PPC) – Place Plan Commitment

	Current Quarter (Q1 14/15)		Direction of travel	Target	
<u>3. New homes</u>					
Total affordable homes provided (DLI and PPC)	90.8 %		↑	100%	See note above
Affordable homes for rent	89.1 %		↑	100%	
Affordable homes for the intermediate market	96.1 %		↑	100%	
<u>4. Preventing Homelessness</u>					
Number of households in Temporary Accommodation (DLI)	12		↓	24	See note above
Homelessness cases prevented	42.2 %		↑	33.0%	
Homelessness decisions (Q)	100.0 %		↑	90.0%	See note above
Housing Advice services requests (Q)	541		→	2040	
(DLI) – Directorate Level Indicator (PPC) – Place Plan Commitment					

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Development, Regeneration & Project Delivery Member Update

Councillor Ben Stevens – Cabinet Member for Sustainable Development

July 2014

Council Direct Projects

Bath Western Riverside

- Residential occupations
 - **Phase 1 complete and occupied**
 - 58 Open Market and 55 Affordable unit completions anticipated in financial year 2014. 14 open marketing completions to date.
- **Phase 1**
 - Complete
- **Phase 2**
 - 135 Units complete
 - 105 under construction for completions in 2014
- **Phase 3**
 - Building B17 (55 further affordable homes) under construction
 - Energy Centre complete and commissioning underway.
 - **Building B11, 13 & 15 granted consent**
 - B5 & B16 signature buildings submitted for Reserve Matters consent in March 2014
- **BWR Future Phases**
 - Gas Holder has been decommissioned and Hazardous Storage License revoked
 - Reserve Matters for the majority of remaining 'secured' land homes (up to 820 units) have now been granted **LPA**.

London Road

- Original scheme proposal has been re-evaluated in light of concerns raised by cycling community group(s).
- Revised scheme developed - support from community groups now in place
- Preferred contractor identified and provisionally appointed
- Highways Technical Approval and Traffic Regulation Order processes are being progressed.
- We are in consultation with the preferred contractor t being value engineered to meet the project budget
- Anticipated commencement of works on site: Summer 2014
- Target completion of scheme by winter / spring 2015

Batheaston Bridge

- All works are now complete

Victoria Bridge

- Off-site steelwork fabrication and iron conservation works are ongoing.
- On-site conservation of stonework and construction of backspan substructures underway.
- Discharge of Listed Building Consent conditions is being progressed.
- Works completion anticipated in December 2014.
- Temporary closures of the bridge, towpath and river are being implemented by the Contractor, where required for safety reasons to enable works to be progressed. Forthcoming closures times/dates are being communicated via Twitter, the B&NES Victoria Bridge webpage and on signboards located on site.

Bath Flood Mitigation

- Pre-planning consultation is now complete.

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- Production of documents for planning application underway.
- Submission of planning application and listed building consent application envisaged in Summer 2014.

Bath Transport Package

- **Lansdown**
 - Sports pitch – works have commenced and are due for completion in September 2014.
- **Newbridge**
 - Removal and treatment of Japanese Knotweed has taken place.
 - Traffic management system is now in place.
 - Highways works continuing with programme.
 - Car park extension excavation is complete with the stone formation in progress.

- **Real Time Information (RTI)**

- 68 buses fitted out ready with the RTI equipment.
- On street displays installation due Autumn 2014.

- **Bus Stops**

- ER Hemmings are delivering the Bus Stop construction works; currently 282 stops have been upgraded. The Bus Stop programme is expected to complete around March 2015.

- **Bus Shelters**

- First phase of the shelter installation programme is complete; 43 shelters have been installed to date including 2nr High Street and Abbey Shelters; 50 new poles installed to date
- Second batch of shelters are currently being installed
- **VMS (Variable Message Signs)**
 - 4 Outer VMS signs are operational
 - 5 car park signs are operational
- **Stall St/Lower Borough Walls: Pedestrian Improvements**
 - Detailed design is now finished and awaiting technical approval
 - Tenders due to go out during July 2014.

Keynsham Regeneration Project

- Project remains on-time and on-budget
- PV installation is complete
- Raised access flooring is complete
- Internal decorations are ongoing
- 2nd fix mechanical & electrical works are continuing
- Finishes works have now commenced
- Highways regeneration works have now commenced

Grand Parade & Undercroft

- Tender documents have been issued for main works – due back in mid July
- Preferred restaurant tenant has been identified for the undercroft restaurant
- Marketing is ongoing for the vaults restaurant

- Draft feasibility report has been issued for the enhanced market (Phase 2)

Odd Down Playing Fields

- **3G Pitch**
 - Planning consent granted in January 2014.
 - Contractor for pitch build is SIS. They are now on site and progressing with works.
 - Works are progressing in the strip of the top soil and are currently in line with the programme.

- **Changing Rooms**

- Planning consent granted in January 2014.
- Works have started on site – they are progressing in line with the programme.
- We are progressing an option to provide storage / workshop facilities for cyclists. This will need to go back through planning and will be funded by cycling bodies. This is being progressed alongside the agreed planning consent.

Lewis House Forecourt

- Contractor appointed and on site April 2014
- Completion date is still August 2014

Lewis House Generator works

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- Works to be commenced following the completion of the Forecourt Refurbishment.

Temple Precinct

- Final account was agreed at the end of June.
- A platform lift is now being delivered separate from the main scheme.

Assembly Room dilapidations

- Works are due to commence in September 2014 – Dilapidation works are required under the terms of new lease
- Priority one works are awaiting costs back from framework contractor

Gas Replacement

- Works are on site commenced
- 4 week delay due to utilities removals and further testing of gas flares – delay does not have an impact on the budget or operations of the site.

Children's Services

Weston All Saints Primary School

- **KS2 classroom & Kitchen extension**
 - Project is due for completion at the beginning of July – final snagging is taking place
 - Previous weather related delays have been resolved and the project is in line with revised programme.

- Kitchen extension has been handed over and is ready for staff training over the summer.

- **KS1 new classroom block**

- Planning submission was granted on Wednesday 2nd July.
- Negotiations with contractors are continuing.
- Target start-on-site date is towards the end of August 2014.

Castle Primary School – 2 classroom extension

- Project progressing well to programme and within budget
- External skin of the building has been constructed – the roof was made water-tight on the week commencing 7th July 2014.
- Construction of Elliott Building is due to start at the end of July 2014.

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Paulton Infants School

- Phase 3 of the works started on the 16th June.
- Overall programme is on target and practical completion of phase 3 works is due in August 2014.

St Saviours Primary School

- Scheme registered for planning approval
- Enabling works and temporary accommodation started
- Tender documents for main contract issued to preferred contractors.
- Scheme expected to be complete in September 2015.