

## **BATH AND NORTH EAST SOMERSET COUNCIL**

### **HOUSING AND MAJOR PROJECTS POLICY DEVELOPMENT AND SCRUTINY PANEL**

Tuesday, 21st January, 2014

**Present:-** Councillors Rob Appleyard (Chair), Nathan Hartley (Vice-Chair), Steve Hedges, Brian Simmons and June Player

**Also in attendance:** Derek Quilter (Divisional Director for Project Management) and Graham Sabourn (Head of Housing) and Jonathan Medlin (Senior Development Officer)

Cabinet Member for Homes & Planning: Councillor Tim Ball

Cabinet Member for Sustainable Development: Councillor Ben Stevens

Victor da Cunha, Chief Executive and Louise Swain, Executive Director, Customer Services at Curo

#### **39 WELCOME AND INTRODUCTIONS**

The Chairman welcomed everyone to the meeting.

#### **40 EMERGENCY EVACUATION PROCEDURE**

The Chairman drew attention to the emergency evacuation procedure.

#### **41 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS**

Councillor Steve Hedges gave his apologies for having to arrive slightly late to the Panel meeting.

#### **42 DECLARATIONS OF INTEREST**

The Chair, Councillor Rob Appleyard declared non-pecuniary interest in agenda item 9 'Curo Development Update' as he is a non-executive director of Curo. He said that he would ask the Vice-Chair of the Panel, Councillor Nathan Hartley to chair that agenda item.

Councillor Steve Hedges declared non-pecuniary interest in agenda item 9 'Curo Development Update' as his son works for Curo.

#### **43 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN**

There was none.

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

Mr David Redgewell, South West Transport Network addressed the Panel. He wished to speak about whom now has responsibility for Southgate and the bus station. He asked if the Council could contact British Land / Aviva in an attempt to rectify some on-going matters. He explained that a leak from the toilets of the bus station was hindering the use of the café and the more important matter of the toilets themselves being fully closed.

He also wished to raise the matter of enforcement of the bus gate on Dorchester Street and hoped that officers would be pursuing this actively.

He then stated his concern and disappointment that the West of England Joint Scrutiny Committee had been cancelled at very short notice on January 20<sup>th</sup> 2014. He explained that the Strategic Economic Plan for the West of England was due to be discussed at that meeting and must still happen prior to it being sent to Government.

Councillor Ben Stevens, Cabinet Member for Sustainable Development replied that the Economic & Community Development Scrutiny Panel were due to receive a presentation on the Plan at their meeting on January 23<sup>rd</sup>. He also wished to assure Mr Redgewell that officers were already drafting a response on the matter.

The Divisional Director for Project Management replied that Southgate was not a Major Project, but would see if officers could aid in contacting the appropriate people to expedite a resolution.

#### **45 MINUTES - 19TH NOVEMBER 2013**

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

#### **46 CABINET MEMBER UPDATE**

Councillor Tim Ball, Cabinet Member for Homes & Planning addressed the Panel. He stated that he had nothing further to add to the document that had been circulated to the Panel, but would respond to the questions relating to Boat Dwellers from the previous meeting a little later on.

The Chairman asked how the Compulsory Purchase Orders for two empty properties would be funded and what were the next steps that needed to be taken.

The Head of Housing replied that the two neighbouring properties in Weston had been empty for 20 – 30 years. He said that funding was available through the Affordable Housing programme and seen as a capital asset from that budget. This would be the cost of the properties and any fees associated with the purchase.

He added that the intention would then be to dispose of the properties as soon as possible for the purchase price.

He explained that it was hoped that a Registered Provider (RP) would take it over and that one possibility was being pursued alongside funding from the HCA (Homes & Communities Agency). He added that it would be preferred to be let as Social Housing.

The Chairman asked if the properties were eligible for the New Homes Bonus (NHB).

The Head of Housing replied that they would be.

The Chairman asked if that would tip the balance in favour of the Council.

The Head of Housing replied that after accounting for the NHB the Council would have expended around £18,000 – £20,000 on fees associated with the purchase. He asked for the work to be seen in the wider context as if 4 further properties are brought back into use without any financial intervention from the Council the CPO process will become cost neutral.

The Chairman asked for further feedback on this matter later in the year.

The Head of Housing agreed to that proposal. He added that so far 150 properties had been brought back into use across the Council with each one generating the NHB of £6,000.

Councillor June Player if the Council planned to carry out any renovations on the two properties.

The Head of Housing replied that Council would not be doing any work on the properties after they are purchased.

The Chairman asked if enough resources were in place considering the 900 applications for additional licensing approval in respect of HMOs that had been received by the Council.

The Head of Housing replied that they had estimated that 750 – 1,500 applications would be made and so were as confident as they could be at this stage that enough resources were in place.

Councillor Tim Ball read out his responses to the questions raised regarding Boat Dwellers at the last meeting. This Q&A document can be found online as an appendix to these minutes and on the Panel's Minute Book.

The Chairman asked if there was any intent to move any specific recommendation forward.

Councillor Ball replied that there was intent to do so, but that the timing of such work would depend on an allocation of resources.

The Chairman asked if any funds had been set aside within the budget.

Councillor Ball replied that he could not comment any further at this stage.

The Chairman asked that members be made aware of any resource allocation prior to the upcoming budget discussions.

Councillor Ben Stevens, Cabinet Member for Sustainable Development addressed the Panel. He said he was pleased to see a large amount of activity within B&NES currently. He also wished to highlight some very positive partnership working with the Environment Agency on the Bath Flood Mitigation project.

He said that he had nothing further to add to the document that had been circulated to the Panel.

The Chairman thanked both of the Cabinet Members and associated officers for their updates.

## **47 CURO DEVELOPMENT UPDATE**

Victor da Cunha, Chief Executive and Louise Swain, Executive Director, Customer Services at Curo gave a presentation to the Panel. A copy of it will be available online as an appendix to the minutes and on the Panel's Minute Book, a summary is set out below.

### Our Strategy

- New homes:
  - Increase range of products, including market sale
  - Commit to building more homes: 250 affordable homes, 250 homes for sale
  - Commit to regeneration

### How far have we come?

- Improvements to services
  - Contact Centre
  - Curo Response fleet, equipment and training
  - New neighbourhood management model
  - Welfare Reform – new services

### What have we done?

- New supply
  - 173 affordable homes built in B&NES so far
  - 177 affordable homes underway
  - £26m investment in B&NES on providing new homes so far
  - Acquired MoD Foxhill land

### The operating environment

- Limited public funding to support affordable homes – providers must generate subsidy through other activities.

### Curo's contribution to the vision

- Pipeline of 1,400 new homes over next three years
- Financial capacity for further 4,000 new homes
- Mixture of affordable homes and homes for sale
- Increased focus on estate regeneration

### Foxhill MoD Site

- Estimate of 700 new homes (35% social housing)
- Critical in delivering numbers for B&NES

### Foxhill Estate

- Around 500 homes out of the 900 on the estate belong to Curo
- Badly designed open space, shops and estate layout
- Lack of amenities, particularly for young people

### Our vision for the community

- Integrating the MoD land, Combe Down and the Foxhill estate into one community
- Creating a sustainable neighbourhood with new mixed tenure homes, community facilities, shops, and a range of other legacy outcomes

### Community engagement

- A Residents Regeneration Panel has been formed to become involved in the design standards, consultation process and development offer to tenants
- Foxhill Forum – 100 invites have been sent out to businesses and local groups to become involved in the consultation process
- Representatives from both of these groups will then sit on the Foxhill Legacy Forum alongside the Ward Councillors

### Timescales

- January – July 2014: Master planning
- 11<sup>th</sup> / 12<sup>th</sup> April 2014: Public Exhibition of Initial Masterplan proposals
- 11<sup>th</sup> / 12<sup>th</sup> July 2014: Public Exhibition of Final proposals
- 12<sup>th</sup> / 13<sup>th</sup> September: Public Exhibition of Planning proposals
- October 2014: Outline Planning Application submitted to the Council
- July 2015: Planning permission granted
- 2016 / 2017: Phase 1 complete

Councillor Steve Hedges asked if they knew at this stage how many houses per hectare would be built and the number of affordable homes that would be built on the site.

Victor da Cunha replied that the level of detail relating to houses per hectare was not known yet and would be likely to be announced as part of the public exhibition in

April. He added that the anticipated split of housing on site was to be 450 for sale and 250 as social housing.

Councillor Steve Hedges commented that he was concerned about the prospect of having to build on Green Field Land in the future and said that he felt the number of houses per hectare should be 45.

Victor da Cunha replied that the intention is to make the site sustainable whilst being as bold as possible with our proposals. He added that the Council would need to hold its nerve during the planning process.

Councillor June Player asked if the provision of allotments were planned on the site.

Victor da Cunha replied that it was and formed part of the concept statement drawn up by the Council.

Councillor Rob Appleyard asked when the public would be able to see the master plan.

Victor da Cunha replied that this would be available as part of the public exhibitions planned for April & July.

Louise Swain added that the development architects had a good track record of working with the community. She added that in relation to allotment provision that the wellbeing agenda was at the heart of the development.

Councillor Hartley on behalf of the Panel thanked them both for the presentation.

## **48 FORMER MOD SITES**

The Senior Development Officer introduced this item to the Panel. He explained that each Concept Statement guides how the regeneration of the site will protect the most important parts and deliver viable social, economic and environmental benefits. They outline:

- The vision for the site;
- The key planning and community priorities and requirements in their regeneration;
- How developers should engage with local communities once the sites have been sold and the design and planning of the sites begins.

He added that the Concept Statements are based on sound evidence. They set out realistic requirements and priorities for developers to take into account in any future proposals. As part of their preparation, they were appraised for economic viability, and stakeholder engagement played an important part in shaping them.

He said that planning applications for both the Ensleigh and Warminster Road sites were due in the early part of 2014.

The Chairman asked if the developers of both those sites could be invited to address the Panel at some point in the future.

The Senior Development Officer said that he would be happy to help with that proposal.

Councillor June Player asked if the Ensleigh and Warminster Road sites had made provision for allotments.

The Senior Development Officer replied that allotment provision was identified in the Concept Statement for both sites.

Councillor June Player asked why allotments within B&NES were half the size of the national figure and whether the ratio of 100 homes = 5.6 allotments was true.

The Chairman replied that he felt these were questions that should be addressed to the Cabinet Member for Neighbourhoods, Councillor David Dixon.

Councillor June Player replied that she would seek the answers from Councillor Dixon. She then asked if the homes described as wheelchair accessible on the Ensleigh site would enable full disabled access around the property.

The Senior Development Officer replied that the properties should be constructed to the Built for Life standard and that he expected that to be complied with.

Councillor June Player asked for further information on the 'Extra Care' facility proposed for Ensleigh.

The Head of Housing replied that these would be properties that have packages of care available to be put in place and developed accordingly with whoever was to live in the property, primarily older people.

The Chairman thanked the Senior Development Officer for his report and for attending the Panel.

## **49 PANEL WORKPLAN**

The Chairman introduced this item to the Panel. He said that he would analyse the responses from Councillor Ball on Boat Dwellers to see if any further work was required by the Panel at this stage. He added that he had recently received correspondence on the matter from Dr Ian Orpen of the Clinical Commissioning Group (CCG) and that he would pass this to Councillor Eleanor Jackson and the other members of the Wellbeing Panel.

He stated that he expected the reports on Council Land Availability and Leased Housing Stock to be delivered in March.

The Head of Housing commented that these two reports will more than likely be consolidated into one. He added that the Commuted Sums report would attempt to highlight the process to the Panel and begin to establish a way of making sure that they are properly utilised.

The Chairman replied that he would welcome that report in May.

Councillor Eleanor Jackson asked if the £39k worth of savings identified in the MTSRP report in November had resulted in any service reductions.

The Head of Housing replied that the savings had been made through a reduction in staff hours and redundancies.

The meeting ended at 7.10 pm

Chair(person) .....

Date Confirmed and Signed .....

**Prepared by Democratic Services**



*Statement from South West Transport Network for  
BaNES PTSE on 14 Jan, BaNES Major Projects on 21 Jan,  
Bristol Cabinet on 16 Jan,  
West of England Partnership Joint Scrutiny on 20 Jan,  
South Gloucestershire PTSE on 31 Jan*

## **Greater Bristol Supported Bus Network and its role within the Strategic Economic Plan**

We are extremely concerned about proposals to take £700K out of the Greater Bristol Bus Network funding. This 33% cut is a very serious threat to the survival of the network as a coherent set of routes. We would also insist that the Bristol Mayor and Council acknowledge the cross-boundary nature of the network and accept that cuts in Bristol will inevitably entail severe disruption to services in South Gloucestershire, BANES and North Somerset. In particular there will be knock-on service-reduction (potentially large-scale withdrawal) of services through Filton, Patchway, Cribbs Causeway, Bradley Stoke, Emerson's Green, Staple Hill, Kingswood, Longwell Green, Keynsham, Bath, Nailsea, Clevedon and Portishead. This will also likely kill off the Mayor's and BANES newly established and very well received 6-days-a-week Night Bus Network. This project was originally funded by central government to the tune of £70m from the DfT and £20m from First Group to improve the bus network including investment in new vehicles which is ongoing.

Whilst we understand that cuts have to fall somewhere, it seems extremely short-sighted to jeopardise one of the most successful and high-profile developments in local public transport in recent years (including the investment in new vehicles by First and Wessex, the dropping of fares by both companies and the campaign by the WEP to get more people onto the bus and rail network).

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The proposed network reductions, especially in the South Gloucestershire/Kingswood area, would make a mockery of the current government funded projects through the Better Bus Area and the Local Sustainable Transport Fund in the city region. Having plans to invest in bus routes 6 and 7 as well as a new bus interchange in Kingswood whilst First is replacing out-of-date vehicles on Kingswood Town services means that we may be left with lots of shiny new infrastructure which has no worthwhile bus service to justify it. That is a guaranteed way of losing public confidence in transport delivery.

It might be possible to look for significant savings in renegotiating or commercialising the Park and Ride network, especially as MetroWest Buses are supposed to run subsidy-free (including the Park and Ride services). We remain somewhat sceptical of the subsidy-free plans as no other city in Europe manages this feat at the moment. It must also be said that there is a strange lack of coherence in making the currently proposed cuts whilst pushing ahead with plans for the Metro Bus Network across the city region which is likely to leave the public with a confused and unconvincing feeling about the region's transport planning.

We are also concerned at the proposals to slash £470K from the Community Transport budget, particularly as there are still more than twenty buses providing services across the city which are non-low-floor and disability-unfriendly, thus making the Community Transport service all the more necessary.

It is essential that we have a clear policy on access for all to public transport in the Greater Bristol area and this will necessitate the

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commitment of WEP to a clear date and planned program for the removal of the remaining non-low-floor vehicles from the network in Bristol, Bath, Wells and Weston-super-Mare. The Bristol and Bath city region is lagging well behind comparable urban centres across the UK and Europe in modernising its bus and rail fleets to achieve proper access for all. This issue also has clear implications for the modernisation of the region's rail stations, many of which have limited, partial or absolutely no disabled access. With the forthcoming Intercity Electrification Program, this is the perfect opportunity for WEP to bid with FGW for Access for All grants from the DfT.

The proposals for wholesale closure of public (and disabled) toilet facilities across the region should be approached quite differently by "translating" standalone facilities into shared units within cafes, shopping centres and transport interchanges. This requires a coherent policy and a structured plan (similar to the Bath model) to ensure that these facilities do not simply disappear to the detriment of the travelling public. (Notwithstanding the fact that the Bath Bus Station toilets and café are presently closed due to a flood!)

The recent discovery of large amounts of drug paraphernalia at the toilets at Bristol Bus station led to the temporary closure of the facilities whilst they were cleaned and made safe, pending extensive repairs. In the meantime, bus passengers have had to use the toilets in the "Bear Pit" and disabled passengers have been redirected to the Subway café. It should be remembered that the facilities are owned by Avon and Somerset Support Services (a PFI company consisting of the four greater Bristol authorities and Somerset County Council) with an operating lease

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to First Group and National Express. At the moment the problem is being managed by First Group but they feel that the origins of the drugs issue at the toilets are related to the closure of other facilities across the city and that responsibility for staff and passenger safety and comfort needs to be a joint agency approach with Bristol City Council, the West of England Partnership, the PCC, Avon and Somerset Chief Constable and Safer Bristol. Ideally this should be set up as a working group under Safer Bristol.

The following remedial precautions should be considered:

- CCTV fitted to the washroom area
- more PCSO/police officer coverage
- painting out graffiti on exterior of and approaches to bus station
- missing and expired timetables should be replaced with up-to-date information.

Within the bus policy there is a very urgent need to upgrade the interchanges and bus stations. At the moment this seems to represent a very serious omission in the city region's transport strategy. A corresponding lack of policy in Wiltshire has allowed the closure of the bus stations in Salisbury and Amesbury with no adequate replacement facilities. In the Bristol and Bath city region the sites most in need of upgrading and development are Bristol Parkway, Filton Abbey Wood, Kingswood Town Centre (partially completed), Locking Road and Weston-super-Mare station, Bristol Temple Meads (the Friary), Portishead and the proposed Ashton Gate station, Nailsea and Backwell, Keynsham Ashton Way, the City Centre and Broadmead, Cribbs Causeway and Radstock town centre.

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These interchanges need to be upgraded with waiting shelters, CCTV, good quality timetable displays and real-time information and (where possible) toilets and catering. An interchange audit for the city region needs to be carried out and government funding sought for the implementation of these improvements as part of Metro Bus and Metro Rail.

As a result of decisions taken by Somerset Council a number of Cross-boundary bus routes into Bath and Weston-super-Mare are under threat: 184 Bath to Frome via Mells, 267 Bath to Frome via Hinton Charterhouse, 768 Farrington Gurney to Bath, 102 Weston to Bridgwater, 668 Lower Langford to Street (connection with 121 Bristol to Weston service), 670 Burnham to Wells, 19 Bridgwater to Street, 376 and 377 Bristol to Yeovil and Bridgwater via Pensford, Glastonbury and Street. Amongst weekly (shopping) services under threat are 754, 636, 683, 757, 752, 185 and 640 which provide in some cases the only public transport access for smaller population centres around Bath. Rather than considering withdrawal of service, the 636 route should be upgraded to provide hospital access from Keynsham.

BaNES needs to raise with Wiltshire Council the implications for passengers to and from Bath which follow from the closure of Salisbury and Amesbury bus stations.

In summing up we would like to emphasise the importance of coherent public transport policy and planning within the WEP/LEP's Economic and Strategic Plan. Linking communities, access to services and facilities, jobs, education and employment are all tightly bound up with the

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provision of adequate and locally appropriate public transport. These issues are fundamental to the prosperity of the city region and should not be compromised.

David Redgewell

**South West Transport Network** – Tel 07814 794953

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## Need for Urgent Progress on MetroWest as a core element in the West of England LEP's Strategic Economic Plan

*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. The rail authorities need to be made aware of the detrimental effect of applying over-rigid safety protocol. We understand that £7m for a bridge is unaffordable in the current climate, but we equally need to be assured that the economic and social success of the Portishead project is not jeopardized by "red tape". In addition to optimum siting, the plan must include bus-rail interchange facilities and become the focus for transport in the town.*

*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.*

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*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.*

*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 Loop around Henbury, Filton (at North Platform) and Charlton Halt, and protect sites at Hallen and Chittening for future halt/s — which may not be required in the first two phases of the Metro. 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.*



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*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 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.*

*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 (for instance from Keynsham to Whitchurch, South Bristol Hospital and the proposed Whitchurch Park-and-Ride)*

*The inclusion of stations at Charfield (for Wotton-under-Edge), Stonehouse Bristol Road (Bristol-Gloucester line) and Royal Wootten Bassett need to be built into neighbouring local authority and LEP economic plans.*

*Intermodal interchanges need to be prioritised at Bristol Temple Meads, Bristol Parkway, Filton Abbey Wood, Lawrence Hill, Clifton Down, Weston-*

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*super-Mare, Yatton, Nailsea and Backwell, Bath Spa and Oldfield Park. In  
the 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.*

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## Boat Dwellers and River Travellers – Cabinet response

### Scrutiny lines of inquiry

Recommendation	Comments and possible lines of inquiry
<p><b>1 and 1.1</b> (High)</p>	<p>There is no mention of key information (i.e. timescales, required action) that would explain the decision and offer options for the way forward.</p> <p>Questions:</p> <ul style="list-style-type: none"> <li>• What does ‘significant officer time’ mean?</li> <li>• Have you assessed how much work would be involved, i.e. FTE?</li> <li>• Where could funding for the additional/seconded post come from?</li> <li>• When do you envisage this piece of work starting?</li> <li>• Has contact with other teams to be involved yet been made, i.e. scope of the work, involvement, options for lead/support staff?</li> </ul> <p>Response:</p> <p>It is estimated that a full in-depth study/review, including the specified components, would equate to around 1FTE for 1 year. This level of funding cannot be found within existing resources, and so would need to be considered as a growth item in future financial plans. Without identified funding there is no planned start date.</p>
<p><b>1.2</b></p>	<p>No further comment</p>
<p><b>1.3</b> (Medium)</p>	<p>It could be argued that this particular piece of work would not take up ‘significant officer time’ if treated as a standalone piece of work, separate from the wider review proposed at recommendation one.</p> <p>Questions:</p> <ul style="list-style-type: none"> <li>• Have you assessed how much work would be involved?</li> <li>• Could this be carried out separately from the wider review?</li> </ul> <p>Response:</p> <p>It is hard to be precise on the resources that this piece of work would require, should it be dealt with as a separate piece of work. However, the assumption is that this work would form part of the 1 FTE mentioned above. It should be noted that individual services are tasked with ensuring that services are accessible to all residents, including boat dwellers, and that this is an area of work that the G&amp;T Corporate Group is actively involved in.</p>
<p><b>1.4</b></p>	<p>No further comment</p>
<p><b>2</b> (Low)</p>	<p>Welcome this action, however the equalities lead officers will need to be involved to support the CRT and enable endorsement of the strategy.</p>
<p><b>3</b> (Medium)</p>	<p>The response confirms the recommendation cannot be achieved through the Strategic Housing Marketing Assessment (SHMA). However, whilst ‘a different approach’ is acknowledged, no solution appears to have been sought. It therefore seems unrealistic to make mention of ‘significant officer time’ as a barrier when the approach is unknown.</p> <p>Questions:</p> <ul style="list-style-type: none"> <li>• What different approaches to the SHMA are there?</li> <li>• What would be the feasibility of each of these approaches, i.e. impact, officer time, etc?</li> <li>• What is the likely delivery timescales of these other approaches?</li> </ul> <p>Response:</p> <p>The purpose of the SHMA, and the Gypsy &amp; Traveller Accommodation</p>

## Boat Dwellers and River Travellers – Cabinet response

### Scrutiny lines of inquiry

	<p>Assessment is to accurately determine future demand for different types of housing. Due to economies of scale, and to align with housing market areas, these surveys are often commissioned across a number of authorities. However, they can also be independently commissioned. As such it is possible that we could commission such a survey ourselves, however, this is likely to be costly, probably between £10,000 - £20,000, though this is clearly dependent upon the level of detail required and the period of projection. However, it may be possible to undertake something broadly similar, although with less statistical robustness, in-house as an addition to the work mentioned in 1.1 above. This would increase the appointment to an estimated 15-18 months.</p>
<b>3.1</b>	No further comment
<b>3.2</b>	No further comment
<b>3.3</b> (Medium)	<p>The lack of relevant 'document or mechanism' needs further clarification to ascertain whether this is a barrier, or whether this could be resolved.</p> <p>Questions:</p> <ul style="list-style-type: none"> <li>• Is there anything actively preventing this action, i.e. legislation?</li> <li>• Can a policy/mechanism be put in place that will enable it?</li> </ul> <p><b>Response:</b></p> <p>This issue will be considered within the Placemaking Plan process.</p>
<b>3.4</b> (Medium)	<p>Similarly to the responses to rec 1, there is no mention of possible timescales and/or action to better enable implementation at a later date.</p> <p>Questions:</p> <ul style="list-style-type: none"> <li>• What exactly will require 'significant officer time'?</li> <li>• When do you envisage this piece of work starting, bearing in mind the Mooring Strategy is currently being developed?</li> <li>• What can be done to support this to inform the Mooring Strategy?</li> <li>• Can a partnership approach be utilised to achieve this sooner?</li> </ul> <p><b>Response:</b></p> <p>Please refer to response 3 above.</p>
<b>4</b>	No further comment
<b>4.1</b>	No further comment
<b>4.2</b>	No further comment

hello

# Curo Update to Housing and Major Projects Scrutiny Panel

21<sup>st</sup> January 2014

Victor da Cunha, Chief Executive

Louise Swain, Executive Director, Customer Services



# Purpose and presentation content

## Purpose

- To provide an update on our strategy, focusing mainly on our new homes and diversification strategy.

## Content

- An update on what we said last time
- What we have done
- Current challenges
- Approach to new homes
- Foxhill

## Questions

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# Our strategy

- Restructure group and rebrand
- Improve customer service
- Grow care and support
- Make best use of stock and new supply, including:
  - Period homes
    - Minimise disposals
    - Make use of long term voids/unused areas
    - Ensure homes meet customer needs
    - Broader range of uses (market rent/holiday lets)



# Our strategy

- New homes:
  - Increase range of products, including market sale
  - Commit to building more homes: 250 affordable homes, 250 homes for sale
  - Commit to regeneration





# How far have we come

- Rebranding and consolidation complete
- Improvements to services
  - Contact Centre
  - Curo Response fleet, equipment and training
  - New neighbourhood management model
  - Welfare Reform – new services
- Period homes
  - B&NES agreed maximum of 190 homes for conversion to other tenures
  - 85 properties converted to market rent prior to 2012



# How far have we come

- Period homes:
  - Resident seminar held
  - 8 homes re-let at social rent
  - 22 flats converted to MR
  - 2 properties converted to holiday let
  - 1 previously unused basement being brought back in to use
- Additional income generated to provide new replacement homes



# How far have we come

Page 50



# How far have we come



# How far have we come



# What we have done

## New supply

- 173 affordable homes built in B&NES so far
- 177 affordable homes underway
- £26m investment in B&NES on providing new homes so far
- Acquired MoD Foxhill land
- Appointed Managing Director of sale division
- Approx. 500 homes for sale in the pipeline



# What we have done

## Existing homes

- £33m spent on maintaining existing homes
  - Circa £5m per annum on fire & other statutory compliance
- Planning to spend a further £15m annually in B&NES



# The operating environment

- Continued lack of affordability and high levels of demand for housing of all tenures but.....
- .....public resistance to housing growth
- Limited public funding to support affordable homes – providers must generate subsidy through other activities
- Growing economy / house prices leading to increased land values and construction costs
- Increase in rents in the private sector
- Rent increases continue to be controlled in HA sector





## B&NES' vision

- 13,000 homes to be built by 2029 in B&NES
- Ensuring growth supports B&NES as:

*“internationally renowned as a beautifully inventive and entrepreneurial 21<sup>st</sup> century place with a strong social purpose and a spirit of wellbeing, where everyone is invited to think big – a ‘connected’ area ready to create an extraordinary legacy for future generations”.*



## Curo's contribution to the vision

- Pipeline of 1,400 new homes over next three years
- Financial capacity for further 4,000 new homes
- Mixture of affordable homes and homes for sale
- Increased focus on estate regeneration
- Senior engagement in the Public Services Board, Economic Board, and other key strategic fora
- Supporting LEP inward investment strategy



# Foxhill MoD Site



Total site area : 19.1 ha (47.2 acre)



# Foxhill MoD Site

- Council Planning Concept Statement – identifies MoD as a key housing site
- Estimates 700 new homes (35% social housing)
- Critical in delivering numbers for B&NES
- Site acquired by Curo in March 2013
- Curo paid a commercial price
- MoD vacated in May 2013



# MOD Site and Foxhill Estate



# Foxhill Estate



- Ageing, poor quality homes
- Badly designed open space, shops and estate layout
- No 'heart' to the community
- Lack of amenities, particularly for young people
- Flats a focus for problems
- Separated from Combe Down
- Lack of accessibility to Bath



# Our vision for the community

- Integrating the MoD land, Combe Down and the Foxhill estate into one community
- Creating a sustainable neighbourhood with new mixed tenure homes, community facilities, shops, and a range of other legacy outcomes:
  - Health and wellbeing
  - Transport
  - Employment and skills
  - Culture and arts
- Ambition to create a distinctive, contemporary destination, where people will choose to live and work
- Masterplan complementing the city's vision



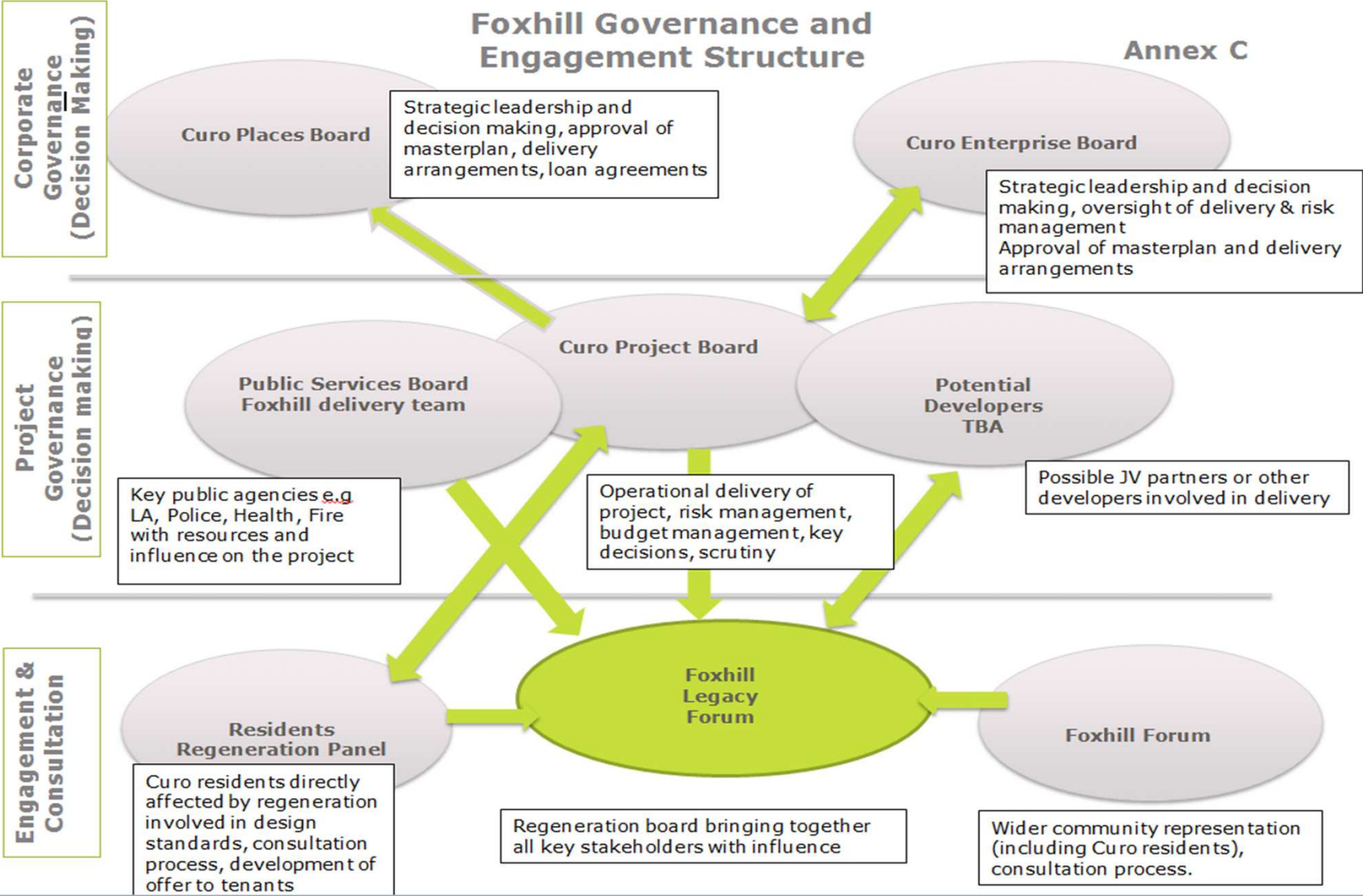
# Taking the Proposals Forward

- Curo Project Team
- Site Surveys
- Initial consultation completed
- Demolition started Jan 2014
- Tenancy audit started
- Local Office opening March 2014
- Implementation of formal consultation structures
- Communications plan in place:
  - Regular newsletters
  - Website: [www.foxhillregeneration.co.uk](http://www.foxhillregeneration.co.uk)
  - Twitter feed
- HTA Architects appointed as masterplanners





# Community Engagement Structure



# Indicative Timescales for The Scheme

January – July 2014	Masterplanning
February – March 2014	Design workshops
11/12 <sup>th</sup> April 2014	Public Exhibition of Initial Masterplan proposals
May – June 2014	Design Workshops
11/12 <sup>th</sup> July 2014	Public Exhibition of Final Proposals
12/13 <sup>th</sup> September 2014	Public Exhibition of planning proposals
October 2014	Outline Planning Application submitted to the Council
July 2015	Planning permission granted
2016/2017	Phase 1 complete

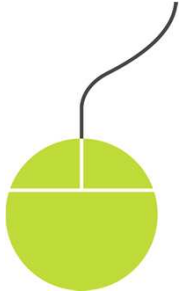


# Summary

- Completed a great deal in two years
- Work on improving services on-going
- Engaging actively in civic role and community
- Secured financial capacity to build 4,000 homes
- Need continued support from B&NES:
  - To help make better use of period homes;
  - Deliver new homes; and
  - Regeneration



# Questions?



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