

Minutes of Sub Committee Meeting Nr 2

Held on the 20th December 2005 at 19.00 hrs. at Brookvale Village Hall, Lower Brook Street.

Present: Simon Buckingham (B&DBC) – Guest speaker
John Shaw (Local B&DBC councillor)
Doris Jones (Local B&DBC councillor) joined at 20.40 hrs
Debs Taylor (Main Committee Member, Co-Chairperson) till 20.30
Ian Bennett (Main Committee Member, Co-Chairperson) till 20.30
Pam Mansfield (Main Committee Member, Lottery, Minute Secretary)
Chris Hall (Main Committee Member, Disability & Mobility Co-ordinator and Sub-committee member)

Simon Brunger (Brookvale Resident)
Malcolm Macinnes (Sub-committee Chair)
Ted Blackmore-Squires (Sub-committee secretary)
Jane Griggs (Sub-committee member)
Maurice Cookson (Victory Hill resident)
Chris Bailey (Flaxfield Road resident)
Michael Hutton (Flaxfield Road resident)

Apologies: Were received from Karon Chewter (Main Committee Member, Secretary) and Tim Goslin (Main Committee Member).

Agenda: An agenda had been prepared as follows:

1. Background
2. Tender process
3. Tender summary
4. Next steps
5. AOB
6. Date of next meeting.

1 Background.

The site of the proposed development comprises the land to the North of the dual carriageway known as Churchill Way West and to the South of the main railway line. To the West the land is bounded by the currently use allotments and to the East by Victory Roundabout and Alencon Link.

The site was formally allotments and is currently deregulated and lying fallow, it was the subject of a planning application in 1998/9 when Governor Estates proposed an over flow carpark. At that time the BCA produced a proposal for a park and nature reserve with report on the flora and fauna present on the site, a copy of the planned nature park was tabled at the meeting. PMN. Planning permission for the carpark was granted with some 18 conditions attached which may still be relevant top any new application. Governor did not proceed with the plan for the carpark at this location.

The nature park included a community woodland, schools projects areas, meadows, avenues of trees (including the retention of the poplars), habitat areas, a pond and community garden. A copy of the plan for the nature park is attached, it is hoped that some of the features, especially the poplars can be retained in any eventual scheme.

Pressure upon the Council from GOSE requires that all Council owned land is investigated with a view to providing sustainable developments on such land with due consultation with all parties involved.

The redundant allotment area was featured in the Council's Central Action Plan in 2002 indicating medium rise development along the central spine road. There was an intention to add a cycle and pedestrian access. The council produced a development framework in 2004 with the land north of Churchill Way included as D.4.10 in support of the local plan proposals. Up to 300 residential units and adequate provision of public open space was indicated. In April 004 the Council authorised the sale of the land for development and a survey was carried out.

A strategy for marketing the site was drawn up and a Churchill Way West design scheme sent to developers in April 2005. The draft local plan suggested a proportion of mixed use (home/office). The inspector raised no objections to the development of the land for residential purposes; the figure of 300 residential units is a guide figure only.

In August 2005 the council leader and his deputy agreed the marketing procedures and asked that the views of the allotment holders and the BCA be obtained.

Part of that consultation includes the local residents and the BCA, Mr. Buckingham proceeded to explain.

2 Tender process

The B&DBC had prepared a brief for residential development on the site and advertised for interested parties to receive copies of the brief; over 150 packs had been sent out to enquirers with a request for them to advise if they were interested in proceeding further.

Twelve expressions of interest were received and all passed the criteria for acceptable standing and all confirmed they would meet the requirement for affordable housing.

The second stage of the tender process was to invite the twelve to present a full tender, a revised enquiry with instructions for the preparation and return of tenders was sent out.

Five tenders were received at the end of October but two were received late and had been returned unopened, the three opened tenders were evaluated and all proved to be unacceptable in that they failed to meet the Council's current criteria. B&DBC will be re-tendering the scheme before the end of January 2006.

3 Tender summary.

The three opened tenders were evaluated and three papers with plans were presented at the meeting by Mr. Buckingham. Two of the schemes were rejected by the officers due to scale and financial requirements. The three reports are summarised herein, copies are available from s.buckingham@basingstoke.gov.uk .

Tender 1 285 units, there was not enough open space, no neighbourhood park, the layout is too regimented and a plain bulk standard layout (3 storey flats on corners of blocks of two storey terraced houses with tiny gardens), but it used the existing tree belt.

Tender 2 283 units, the tenderer had not understood the site, the spine road was a waste of valuable land, there was insufficient open space, the scheme was too standardised, a plan looking for a site.

Tender 3 394 units, best of the three, good understanding of the site but with concerns over the high number of units, parking and access. The problems of clamping and misuse of disabled bays as at Victory Hill were restated; Mr Buckingham said that the planned parking was for 1.1 spaces per dwelling which complied with current parking standard guide lines. The meeting urged that the higher part of the scheme be placed at the Western end so that flats on Victory are not totally screened.

Each of the tender reports generated discussion. The points made and views expressed at the meeting were:

The council is intent on getting a comprehensive development.

The B&DBC confirmed that there are no plans to deregulate any more allotments.

The BCA deplored the use of pedestrian crossings and/or right turns across major roads /routes to "help slow the traffic down". The BCA referred to the 7Mar02 letter from the HCC with regard to their investigations on Victory roundabout when the HCC expressed strong views deploring the then proposed pedestrian crossings over the dual carriageway. There was also no need for traffic lights as provision for decelerating and accelerating off/onto Churchill Way already exists. A traffic survey is to be undertaken.

NO access should be opened up to May Street, Brookvale currently suffers late night vandalism from revellers returning from the town through the area, further routes will add to the problem.

Churchill Way is a red route for the Ambulance, Fire and Police to access the M3.

There should be NO right turns across Churchill Way in either direction.

Pedestrian, cycle and disabled routing is to be given a high priority.

The subway accesses at College Road are to be greatly improved and this along with the recently refurbished Victory roundabout should be the main links with any new development.

Access for utility vehicles, dust carts and fire engines (incl. long ladder vehicles for high rise buildings) to be allowed for.

The positioning of the highest buildings should be concentrated the Northwest of the site, (shadows cast across the railway line, minimal impact on allotments).

The meeting urged that the higher part of any scheme be placed at the Western end so that flats on Victory are not totally screened.

The home should be built to the ECO homes standard.

DJ suggested the introduction of management guidelines for the management of parking in such densely populated areas of the town.

Use of undercroft car parking was a good use of the topography of the site.

The existing 11,000v power lines across the site will have to be diverted; there was no discussion as to where they should go ! This issue reduces the value of the land.

The town's sewer at this point is running at over capacity i.e. under static pressure (manholes in the Anvil are now screwed down, the collecting manhole at The Moose Centre is constantly full at 3m above main sewer invert), the scheme will have to show in detail how and where the effluent from the scheme will be dealt with.

All three tenders failed to retain the existing mid-site poplar trees.

