

BRIGHOUSE DEVELOPMENT BOARD MEETING

Tuesday 12th April 2022

Meeting Room 1, Brighouse Library, HD6 2AF

MINUTES

Present:

David Whitehead (Co Chair)
Councillor Blagbrough
Councillor Robinson
Malcolm Silkstone
Richard Mitchell
Anne Colley
Lesley Adams
Lorraine Beiley
Peter Foy
Steven Lee
Michelle Robinson
Annalise Grey
Colin Gordon
Jarrod Merridew
Matt Wroe
Atam Verdi
Helen Cliffe
Amanda Coldwell
Lesley Adams

In Attendance:

Councillor Jane Scullion
Steven Naylor
Richard Spensley
Duncan Cooper
Jess Thompson (Turner & Townsend)
Matt Hennis (T&T)

Apologies:

Councillor Sophie Whittaker (Co Chair)
Heather Waddington
Kate McNicholas

Apologies

As noted above.

Welcome and Introductions

All welcomed to the meeting.

Declaration of Interests

Declarations of interest requested none disclosed.

Documents for Review and Approval

Minutes of Board Meetings held on 10th March 2022 reviewed.

Update on Communication Activity

Communications plan in development.

An Introduction to the Place Development Team

A site visit was undertaken with a disabled college who was wheelchair bound, during the visit it was noted that paving was uneven and there was a van blocking access.

Presentation by Turner & Townsend

Cost management
Market revitalisation project
Project dashboard

UK cost management.

New vision Most intelligent, best outcomes and always ahead.

They have digitalised their entire business.

Project lie cycle activities shared which follows the process Cost modelling, order of cost estimate. Stage 2 Formal cost plan one, procurement strategy formal cost plan. Stage 3 Formal cost plan. Stage 4 formal cost plan, pre tender initiating.

We are currently at stage 2 which is the outline design. And heading towards the budget estimate.

We currently have a benchmarking app which is a collection of costs.

The benchmarking has been used to sense check. The residential figures appears to be correct. The retail figures have a range of prices per square meter. This has been used on a previous Calderdale project and this showed that that project wasn't viable.

Cost planning software allows to visually demonstrate what has been measured. Market rates, T and T have set up a database of their rates which can be adjusted for each location.

They have their own tendering platform. Cost reporting application.

It costs more to use concrete than hardcore which is what is normally used however it is requested that concrete is used.

There have been a massive increase in costs. Questioned how this affects the final programme, T&T says the main affect is the procuring of the work and the war in Ukraine is having affects on the supply chain and costs. Tender inflation will be included in costs at the level estimated. The aim is for a fixed cost price however this is under review at this time. Is there a consequence of the timescale as timings are tight at this time. The business case is based on concept design where they will undertake risk assessments. The surveys have been done historically however they are not complete so this is an element of the unknown at this time. The budget estimate then the cost plan. They have pre allocated resources to this. Usually there is more data of what is in the ground at this time so this is raising risk, once there is more data the risk level will go down however prices may have gone up.

Additional fund opportunities such as through WYCA or Cabinet. However further work needs to be undertaken first. Atkin raised that all the funding streams work on different timescales and this could be difficult to manage. J Scullion shared that alternative funding is being looked into however is waiting for detailed guidance this could be through after the election. Need to keep an eye on the scope, contingency and risk. We have taken on additional capacity in the finance department. We need to ensure that money is appropriately spent. The process has been streamlined and now allows delegated authority. Chair feels that the finishing touches are very important to the feel of a town.

The design aims to encourage people to spend more time in the town. The rising costs of materials can jeopardise the finishing touches.

Market revitalisation.

Presentation shared.

Site overview covered showing development area. Context of Brighouse as there are numerous listed buildings. Flood map from the environmental agency shared which covers some of the development areas, this is being factored into planning. Urban grain this is an industrial town. The market was on King Street historically and is now on ship street. Feels that a market should be in the heart of the town to support vibrancy.

Looked at the market revitalisation project. The early work found that uses need to be separated.

Residential development undertook a market testing however there was a lack of interest as the size of scheme was too small for developers to be interested.

Moving forwards we will be doing some more detailed soft market testing.

Markets revitalisation group has been undertaking workshops. There is a list of 11 possible sites. The first option is its current location and this is on the waterfront, with good access, close proximity to the town centre a flat site, parking and events space. Could tie Bethel Street carpark in. It is in a flood zone there is narrow road access through a one-way system. Separation constraints need to be considered. The issues to connect the site to the canal. Thornton Square is the third on the list this may be too small for all the stalls however it could be a flexible event space and in tandem with the existing site. Near public toilets. Traffic would need to be reconsidered and traffic calming. Stall storage is an issue. Loss of green space. Fourth option commercial street. The site is flat, well serves the street will be pedestrianised and is suitable for the flexible market stall. It is a linear design. The access could have issues for the setup of the stalls.

Parsonage lane carpark opposite the bus station and subway near commercial street. Good accessibility and is a suitable site. There is a slope so a retaining wall would need to be installed. Loss of the carpark it's a noisy site with the dual carriageway north of the site. Daisy street carpark, it is a flat site and is accessible it can accommodate the fixed and flexible stalls it is near the existing site and is earmarked for development. It is in a flood zone. Pedestrian access is narrow. Potential site contamination loss of parking. It is allocated to housing in the local plan.

Wilkinson's carpark, central to the town centre. Will fit all the stalls. The site is private ownership so may have high costs purchasing north facing.

Park street, small site and is private ownership and is enclosed by local businesses. This would be for pop up stalls. The site is a little hidden.

Lawson road carpark, flat but limited size this would be for the fixed site close to town centre and bus station. Private ownership. On the fringe of the town so footfall issues.

Bradford road. Council owned would work with pop up market design. Limited space so would need to link to another site. This is a heritage site with listed buildings. Storage issues. Commercial street carpark it is owned by the council it would be suitable for the fixed market stalls. the site is limited on site. High levels of passing traffic, possible land contamination. Shortlisting, looking at aspects of each of the sites to find the most suitable then will do a deeper dive.

If the market is kept how it is what happens to the residential development. Larger sites may allow for a more innovative and flexible design. Need to ensure the development and minimise the funding required for the market.

Option appraisals have been started for commercial and residential sites.

Current market site as is waterfront location and rights of light. The plans are for parking on the ground floor as this is a flood site. Could have balconies over the water. This would be 10 units on the site. Bethel street carpark this would be an apartment mix with commercial use on the ground floor. There would be 35 apartments and retained some of the existing carparking. Daisy street carpark this is currently allocated as residential on the local plan. This is a disjointed plan. There are a number of pocket courtyards and communal areas. This included a café area on the ground floor. This would include 56 1/2 bed apartments on the site however access would need addressing.

Parsonage lane site apartment option looking at two towers with a communal garden in the middle. This is near the bus station. 75 apartments on this site. this is close to the listed buildings. There is no car parking however there is lots of public transport.

Councillor Blagbrough, they are flood alleviation plans in place so this could alleviate some of the problems. Suggested a listed building that would be suitable for apartments. Suggested liaising with John Walker regarding the market site. Near the Methodist church it would require a pedestrian crossing.

Reusing some of the existing buildings gives historic beautiful properties.

Jason first looked at putting the market into this the plan was to enhance the area and promote footfall and dwelling time. This should be the spur for further development of the town centre. A641 development can make some of the sites more attractive than others they are liaising with the team regarding this.

Feels that wellington arcade is the missing link which was the other site of the original market. Suggested bellow parsonage there is a site where the bus station previously was could be a suitable site and this would utilise wasted space however would need to change buss access. Stakeholder workshops have been online to allow people to attend.

Councillor Robinson questioned the fixed stalls required currently required 24 however john has requested more. Traffic surveys are being undertaken. Mary Farrar team are working on a parking strategy. Also feels daisy and parsonage development both sites to maximise. The siting of the market is something that all people will have an opinion on. There is the stakeholders meeting in one week then looking at a public consultation after the election period. The consultation could be based in the two major supermarkets as they have a lot of footfall. John raised that he has one small team for the whole of Calderdale so struggle to accommodate pop up stalls and feels that permanent stalls are best. Linking up with the railway station has taken a back step as the focus is currently on the town centre however this could be linked up with a path. Providing the physical opportunity and change. The land between the canal and the river is the regeneration plan however some of this land is private ownership.

Currently the barges can't moor up as the tow path is too high. Looking at mooring sites possibly near Daisy Street.

the funding requires that the residential needs to fund some of the market.

Any Other Business

No more registered interest forms handed in at this time however there were some provided in the meeting that some people filled out to submit.

Feedback from the workshops will now been 30 may the risks will change with the new information. There is a risk register for the public realm development. The programme has also been updated for the market.

Industry and skills the lead project sponsor has now been confirmed as Calderdale collage. There are a few sponsors and co-funding. Milestones.

Identify market site April
Public consultation in May
Updated public realm proposals may
Market revitalisation concept design may
Business case may
Summery May
Market workshop on 26th April
Public realm meeting on 27th April
Market workshop 2 May
Funding June