



CABINET – 29TH MAY 2019

SUBJECT: REGENERATION BOARD – PROJECT PROPOSALS

REPORT BY: CORPORATE DIRECTOR - COMMUNITIES

1. PURPOSE OF REPORT

- 1.1 To recommended the second tranche of priority schemes for Regeneration Project Board Development Funding to Cabinet.

2. SUMMARY

- 2.1 At its meeting on 30th May 2018, Cabinet agreed that a Regeneration Project Board would be set up with a cross party political representation of Councillors plus key officers. This group is supported by a Regeneration Assessment Panel consisting of officers from a range of service areas.
- 2.2 Since its initial meeting on the 3rd October 2018, The Regeneration Assessment Panel has met to consider the first suite of seven projects which have been identified by the Board to move to Assessment Stage. The first tranche of these projects (four in number) were approved at Cabinet on 13th February 2019.
- 2.4 This report seeks agreement for the second tranche (remaining three projects) identified by the Regeneration Project Board and assessed by the Assessment Panel to be endorsed and funded through the Regeneration Board Project Development Fund.

3. RECOMMENDATIONS

- 3.1 That Cabinet:
- i) Endorse the progress of the Tranche 2 Projects
 - ii) Agree that £75,000 of the Regeneration Board remaining Project Development Fund of £1.21m be allocated to the Tranche 2 Priority schemes identified by the Regeneration Project Board.

4. REASONS FOR THE RECOMMENDATIONS

- 4.1 To progress feasibility works in respect of those priority regeneration schemes identified by the Regeneration Project Board.

5. THE REPORT

- 5.1 On the 30th May 2018, Cabinet agreed that a Regeneration Project Board (Board) be set up. The Terms of Reference of the Board were approved by Cabinet at the same meeting.

- 5.2 At the subsequent June 2018 Board meeting a Project Prioritisation Toolkit was approved for the Board to prioritise projects and this was subsequently agreed by Council on 17th July 2018. An Assessment Panel has been set up to assess each of the projects using this toolkit. The Assessment Panel is an internal officer panel from a wide range of service areas set up specifically to assess strategic regeneration schemes.
- 5.3 The Assessment Panel met several times during December 2018 and January 2019 to assess the projects progressed to assessment stage by the Board at their Meeting on 23rd October 2018. The projects are as follows:
- T1 Ystrad Mynach Park & Ride;
 - T5 Llanbradach Park & Ride;
 - T6 Caerphilly Interchange;
 - Gen 19 Oakdale Business Park;
 - Gen22 Cwmcarn Forest Drive;
 - Gen23 Park Lane, Caerphilly;
 - Gen24 Pentrebane Street, Caerphilly.
- 5.4 Further to assessment of projects in December 2018 and January 2019, an initial tranche (Tranche 1) of priority schemes was recommended to Cabinet on 13th February 2019 for Development Funding as follows:
- T5 Llanbradach Park & Ride;
 - T6 Caerphilly Interchange;
 - Gen 19 Oakdale Business Park;
 - Gen23 Park Lane, Caerphilly;
- 5.5 Since that date additional funding has been secured to enhance and supplement the Regeneration Board Project Development Fund. Cabinet on the 30th January 2019 determined to release £1.2m of reserves for Regeneration Board Projects.
- 5.6 The remaining priority projects (Tranche 2) have now been assessed by the Assessment Panel and are being presented to Cabinet for endorsement and funding (where required) from the Regeneration Board Development Fund as follows:
- T1 Ystrad Mynach P& R
 - Gen22 Cwmcarn Forest Drive
 - Gen24 Pentrebane Street Redevelopment
- 5.7 Details of each project is set out below. More detailed information is given in Appendix 1.

T1 Ystrad Mynach Park & Ride

Total Project Cost Estimate (£): Unknown.

Request for funding from Regeneration Board Project Development Fund (£): £0

- 5.8 This bid seeks CCBC Project Board endorsement only; it does not require a capital contribution at this stage. There is an opportunity to provide an additional 113 car parking spaces and facilities to encourage active travel at Ystrad Mynach railway station. The scheme is identified in the Local Transport Plan. Financial support is not required from the Programme Board at present as detailed design work is to be financed through the Local Transport Fund, should it's 2019/20 grant bid be successful. There may be additional calls on the Development Fund as this project

progresses, but it is hoped that Transport for Wales will fund the actual physical works even though no formal funding route has yet been established.

Gen22 Cwmcarn Forest Drive, Risca

Total Project Cost estimate (£): Unknown.

Request for funding from Regeneration Board Project Development Fund (£): £75,000

- 5.9 £1m is being invested in the Council owned attraction up to 2020 to improve the visitor experience. In order to continue the momentum and develop Cwmcarn into the strongest outdoor visitor attraction in South East Wales, it is proposed that a business plan is now developed which will identify the primary visitor focused objectives for Cwmcarn venue and will investigate the type of new attractions and possible private investment opportunities that could add value to the visitor offer. £75,000 has been requested for the preparation of this business plan.

Gen 24 Pentrebane Street Redevelopment

Total Project Cost estimate (£): £6.8m.

Request for funding from Regeneration Board Project Development Fund (£): £0

- 5.10 This is a joint project with Linc Housing Association. This bid seeks CCBC Project Board endorsement only, it does not require a capital contribution at this stage. The overall project costs are circa £6.8m which will be funded from Linc Housing Associations own finance, WG Social Housing Grant and Targeted Regeneration Investment monies. Working in partnership with the Council, Linc HA have developed a feasibility study for a scheme that will re-invigorate this part of the town centre. The project would see:
- the demolition of the large three storey building that dominates the southern side of the street,
 - the redevelopment of the site for up to 60 units of affordable/market housing,
 - the ground floor accommodating large flexible commercial space to support new businesses along with several work shed units for companies to grow into.
- 5.11 As the scheme progresses there may be a requirement to call on the Development Fund.
- 5.12 If Cabinet approve these projects, this will result in a pipeline of seven prioritised projects that will be the focus of the Council's initial regeneration priorities in the short to medium term. The pipeline of projects will continue to be reported to Cabinet on a six monthly basis and be updated accordingly as schemes progress.

Conclusion

- 5.13 This report is being presented to Cabinet to seek approval for funding or endorsement to progress feasibility works in respect of Tranche 2 priority regeneration schemes identified by the Regeneration Project Board.

6. ASSUMPTIONS

- 6.1 This report assumes that Tranche 2 projects, once supported by Cabinet, will be developed to a stage where they are robust enough to bid for external funding.

7. LINKS TO RELEVANT COUNCIL POLICIES

Corporate Plan 2018-2023.

- 7.1 The report recommendations contributes towards or impacts predominantly on the following Corporate Well-being Objectives:

Objective 2 - Enabling employment.

Objective 3 - Addressing the availability, condition and sustainability of homes throughout the county borough.

Objective 4 - Promote a modern, integrated and sustainable transport system.

Objective 5 - Creating a county borough that supports a healthy lifestyle.

Objective 6 - Support citizens to remain independent and improve their well-being.

8. WELL-BEING OF FUTURE GENERATIONS

- 8.1 The work of the Regeneration Board will contribute towards significant levels of community regeneration and infrastructure development which will help to create an environment that we all want to live in, now and in the future. This report therefore potentially contributes to all seven wellbeing goals:

- A globally responsible Wales
- A prosperous Wales
- A resilient Wales
- A healthier Wales
- A more equal Wales
- A Wales of cohesive communities
- A Wales of vibrant culture and thriving Welsh language

- 8.2 The report recommendations are consistent with the five ways of working as defined within the sustainable development principle in the Act. The five ways of working of the sustainable development principle, listed in the Act are:

- Long Term – The importance of balancing short-term needs with the need to safeguard the ability of future generations to meet their long-term needs
- Prevention - How acting to prevent problems occurring, or getting worse, may help public bodies meet their objectives.
- Integration – Considering how the public body's well-being objectives may impact upon each of the well-being goals, on their other objectives, or on the objectives of other public bodies
- Collaboration – Acting in collaboration with any other person (or different parts of the body itself) that could help the body to meet its well-being objectives
- Involvement – The importance of involving people with an interest in achieving the well-being goals, and ensuring that those people reflect the diversity of the area which the body serves.

9. EQUALITIES IMPLICATIONS

- 9.1 There are no specific equalities implications associated with this report for any specific groups or individuals therefore a full equalities impact assessment has not been carried out.

10. FINANCIAL IMPLICATIONS

- 10.1 An overall project development fund of £1.5m has been approved and will allow a project team of officers to develop projects ready for implementation once funding becomes available.
- 10.2 The Tranche 1 projects that have been approved have been allocated £290,000 of the £1.5m Development Fund, leaving plentiful resources (£1.21m) to fund Tranche 2 projects.
- 10.3 Tranche 2 projects request £75,000 in total. This would leave an active development fund of £1.135m.

11. PERSONNEL IMPLICATIONS

- 11.1 There are no direct personnel implications associated with this report.

12. CONSULTATIONS

- 12.1 All consultation responses are reflected in the report.

13. STATUTORY POWER

- 13.1 The Planning and Compulsory Purchase Act 2004.
Local Government Acts.

Author: Allan Dallimore, Regeneration Services Manager

Consultees: Cllr Sean Morgan, Cabinet Member for Economy, Infrastructure, Sustainability & Wellbeing of Future Generations Champion (Chair)
Mark S. Williams, Interim Corporate Director Communities
Stephen Harris, Interim Head of Business Improvement Services and Section 151 Officer
Rhian Kyte, Head of Regeneration and Planning
Marcus Lloyd, Head of Infrastructure
Robert Tranter, Head of Legal Services/Monitoring Officer
Cllr Elsbury – St Martins Ward
Cllr Fussell – St Martins Ward
Cllr Kent – St Martins Ward
Cllr Whitcombe – Abercarn Ward
Cllr Preece – Abercarn Ward
Cllr Angel – Ystrad Myncah Ward
Cllr James – Ystrad Mynach Ward

Appendices:

Appendix 1: RPB Assessment Panel – Project Information Forms for the Tranche 2 projects

T1: Ystrad Mynach P&R

RPB ASESMENT PANEL – PROJECT INFORMATION FORM (PIF)

PROJECT NAME: Ystrad Mynach Park and Ride Expansion

SECTION/TEAM SUBMITTING PROJECT: Head of Infrastructure

LOCATION AND WARD: Ystrad Mynach town, Ystrad Mynach Ward

DESCRIPTION:

There is an opportunity to provide an additional 113 car parking spaces and facilities to encourage active travel at Ystrad Mynach railway station. The scheme is identified in the Local Transport Plan and the emerging Ystrad Mynach Masterplan and has Cabinet approval. Land required to progress the scheme is either in CCBC or TFW ownership. The P&R facility will be built on TFW land whilst an access road to serve it will be constructed on the edge of land currently utilised by local primary schools as a recreational area.

The existing P&R is over subscribed and as a consequence the surrounding streets often experience overflow parking. The expansion of the current park and ride will alleviate this pressure and bring additional benefits to the station and the town. The town is strategically located in the Rhymney Valley and has in recent years attracted significant investment from both the public and private sector. The improved connectivity delivered through this project will have a positive effect on the ongoing development of Ystrad Mynach which has recently been identified by WG as a key economic corridor. Pressure on the current facilities has been projected to increase so it is essential to try to cater for this demand.

The availability of an accessible public transport network is critical to service the area and the expansion of a P&R at this location would remove traffic and reduce congestion on the strategic highway network serving Cardiff.

Initial design work has been undertaken by Network Rail/Transport for Wales. A bid has been made to the Local Transport Fund for detailed design and feasibility to be conducted to enable the Council to discuss with WG's TFW the best way to deliver this scheme financially.

Overall benefits of the scheme include:

- Increasing levels of public transport use
- Cater for existing and future demand for P& R facilities
- Reducing car usage on heavily congested networks
- Improve modal interchange
- Create employment opportunities by improving connectivity to a larger catchment
- Allowing people alternative means of accessing leisure, cultural, employment and training opportunities
- Linking up with the active travel network of routes being introduced within the county borough.

Programme timeframe of 2023 is achievable for full implementation. If the local transport fund bid is successful, detailed design work could start shortly.

Financial support is not required from the Programme Board at present. Detailed design work will be covered off from other sources. It is hoped that TFW will fund the actual works but this has not yet been agreed.

STRATEGIC FIT (SF) ASESMENT (R A G):

R A G Status
51.3%

Notes:

TOTAL PROJECT COST ESTIMATE (£):Financial support is not required from the Programme Board at present.

Detailed design work is to be financed through a Local Transport Fund application. It is hoped that TFW will fund the actual physical works but no formal funding route has yet been established.

DELIVERABILITY ASESMENT (R A G):

R A G Status
70%

Notes:

CCBC REGENERATION BOARD RECOMMENDATION: APPROVAL

CHAIR'S SIGNATURE

The provision of an extended, strategic park and ride facility at Ystrad Mynach will help to absorb the excess park and ride demand and also cater for latent and future demand at this busy station. It will encourage greater use of the rail service on the Rhymney Valley line for those in the Mid Valleys area and offer a more accessible rail network that will enable car users to switch to rail for their everyday journeys. The proposed scheme will increase levels of public transport use, reduce levels of car use particularly on the road network to Cardiff and will also improve modal interchange by providing a new strategic park and ride facility.

The scheme has the backing of both CCBC and TFW and is identified as a core project in the emerging Ystrad Mynach master plan.

The proposals contribute to the following themes within the CCBC Regeneration Strategy:

- Supporting people
- Supporting Business
- Supporting Quality of Life
- Connecting People and Places

DATE: 30th January 2019

Gen22: Cwmcarn Forest

RPB ASESMENT PANEL – PROJECT INFORMATION FORM (PIF)

PROJECT NAME: Rediscovering Cwmcarn Forest

SECTION/TEAM SUBMITTING PROJECT: Head of Regeneration and Planning

LOCATION AND WARD: Cwmcarn , Crosskeys Ward.

DESCRIPTION:

This project is aimed at continuing the momentum at Cwmcarn Forest.

£1m is being invested in the Council owned attraction up until 2020. This consists of:

- Accommodation offer will be improved with new chalet style cabins being introduced .
- Cwmcarn lakeside enhancements
- Improved car parking
- A new Adventure Hub
- Cross Country Cycle Route
- New family cycle route
- More walking routes introduced
- Better entrance/arrival

There is also an opportunity for the Council to take over management of the scenic drive. Discussions with NRW have been positive and they could invest upwards of £2m on opening the drive up to motor vehicles and dealing with fire damage on the hillside.

In order to continue the momentum and turn Cwmcarn into the strongest outdoor visitor attraction in South East Wales, it is proposed that a business plan is now developed which identifies the primary visitor focused objectives for Cwmcarn venue and investigates new attractions and possible private investment opportunities that could add value to the visitor offer.

STRATEGIC FIT (SF) ASESMENT (R A G):

R A G Status
44.5%

Notes:

TOTAL PROJECT COST ESTIMATE (£):£75,000 requested to develop a business plan to identify opportunities to build on the current investment in the venue

DELIVERABILITY ASESMENT (R A G):

R A G Status
60%

Notes:

CCBC REGENERATION BOARD RECOMMENDATION: APPROVAL

There is a new focus on making Council owned attractions more commercially viable. The current investment in the venue will help towards the goal. However there are huge opportunities for growing the visitor offer further with the introduction of new attractions and taking control of the scenic drive.

Funding a business plan commission would help to establish the best ways to effectively “sweat “ this Council owned/controlled asset so that it becomes a profitable operation and draws visitors in from a much wider catchment.

Developing Cwmcarn into a regionally significant tourist attraction will help to stimulate the local economy and allow local businesses to prosper.

The proposals contribute to the following themes within the CCBC Regeneration Strategy:

- Supporting people
- Supporting business
- Supporting Quality of Life

DATE:25th February 2019

CHAIR'S SIGNATURE

Gen 24: Pentrebane Street Redevelopment

RPB ASESMENT PANEL – PROJECT INFORMATION FORM (PIF)

PROJECT NAME: Pentrebane Street Redevelopment

SECTION/TEAM SUBMITTING PROJECT: Head of Regeneration and Planning

LOCATION AND WARD: Caerphilly Town Centre, St Martins ward.

DESCRIPTION:

Pentrebane Street in Caerphilly runs directly off the main retail street in the town centre yet suffers from under occupation within the ground floor retail units. The building stock on the south side of the street houses some disparate uses and the upper floor remain empty. The block houses a disused nightclub and a double height market hall which houses only 10 to 15 small stall holders. Small interventions to improve the health of the street have had little impact and it is now showing real signs of deterioration, particularly the building fabric.

LINC housing association is taking the lead on this project. Working in partnership with the Council

they have undertaken exhaustive investigatory work to develop a feasibility study for a scheme that will re-invigorate this part of the town centre.

The project comprises the full demolition of the large three storey building that dominates the southern side of the street.

The redevelopment scheme will be built entirely within the existing building footprint and will consist of the following:

- Provision of upto 60 units of affordable/market healthy housing over 6 floors in a sustainable location
- Ground floor accommodate large flexible commercial space to support new businesses and possibly an events space to support the emerging night time economy.
- Several work shed units for companies to grow into
- Space for a café/A3 use
- The scheme will create apprenticeship opportunities and work experience placements via the build contract
- A community benefits fund will be established for local projects
- The scheme will adhere to green build principles – target carbon and energy efficiency in the build design

This bid seeks CCBC Project Board endorsement only – it does not require a capital contribution at this stage. The overall project costs are circa £6.8m which will be funded from Linc’s own finance, WG Social Housing Grant and Targeted Regeneration Investment monies.

If CCBC are required to instigate CPO powers to gain the freehold interest then there will be a cost associated with the legal costs associated with this process.

Overall benefits include:

- Beneficial use of brownfield site in the heart of the town centre
- Bolstering housing offer in town and therefore increase spend and overall use of the town
- Opportunity for local supply chains - both in construction and running of venue
- Bolstering and diversifying business offer in the town centre.
- Opportunities for local people to gain employment
- Act as a catalyst to further investment in hi tech economy
- Scheme will secure upto £6.8m of development

STRATEGIC FIT (SF) ASSESSMENT (R A G):

R A G Status
50.3%

Notes:

TOTAL PROJECT COST ESTIMATE (£): The whole scheme is currently priced at £6.8million. Monies will be secured from WG’s TRI programme, Social Housing Grant and Linc’s own private finance to fully fund the scheme.. No CCBC contribution is required unless CPO powers are required.

R A G Status

DELIVERABILITY ASSESSMENT (R A G):

62.5%

Notes:

CCBC REGENERATION BOARD RECOMMENDATION: APPROVAL

This project is identified as a strategic project in the recently adopted Caerphilly Basin Masterplan and is one of the key schemes identified for the regeneration of Caerphilly Town Centre. It will bolster the housing offer in the town centre and help enormously in diversifying and strengthening the town's business economy. Council support for the project will help towards bringing an underutilised town centre site into beneficial use and will help ensure up to £6.8m is invested in a quality housing/business development at Pentrebane Street.

No CCBC financial input is required unless CCBC need to instigate CPO powers .

The proposals contribute to the following themes within the CCBC Regeneration Strategy:

- Supporting people
- Supporting business
- Supporting Quality of Life

DATE: 17th January 2019

CHAIR'S SIGNATURE