

**BRIEFING NOTE TO CABINET
AND SCRUTINY COMMITTEE (CORPORATE RESOURCES)**

CURRENT MAJOR PROJECTS (Update: October 2007)

Project Title: PENARTH HEIGHTS

PMU Project Manager: Mark White

Client Department/Officer: Corporate Management Team

Project Description: To facilitate the regeneration of the Billybanks estates through the process of marketing and selling the site to a developer (who will be responsible for delivering a new residential development), subject to the Council achieving vacant possession of the site, and the developer securing planning permission etc.

Project Cost: The budget earmarked for PMU to manage the project is £250k (Cabinet Minute C394(2) refers). This excludes the Directorate of Community Services separate budget for facilitating vacant possession.

Project Budget/Funding: VOGC Capital Programme.

Summary of Progress:

2002/03:

- **Project Manager appointed** by the Council in September 2002;
- **Project Budget** approved by Cabinet in October 2002;
- **Various Briefs** to commission specialist consultants drafted by December 2002/early 2003 e.g. to appoint external lawyers, planning consultants, property agents to join the Project Team. Interviewed and commissioned;
- **A multi disciplined Project Team was established** to deliver the Pre Contract aspects of the project early in 2003 comprising:
 - Project Manager: Mark White;
 - Head of Housing and Community Safety;
 - Lawyers - Palser Grossman/Capital Law;
 - Surveyor, Strategic Property/Estates;
 - Planners - David Lock Associates;
 - Property Agents – Chesterton.

2003/04:

- **Surveys, and key guidance** were **completed** during 2003 by the Council's project team, required as background information by developers in order to prepare comparable bids for this complex site:
 - **A Strategic Brief;**
 - **Planning and Design Brief;**
 - **Affordable Housing Brief;**
 - **Draft Heads of Terms;**
 - **Office Copy Entries of the Council's title for the land;**
 - **Topographical Survey;**
 - **Asbestos Survey;**
 - **Environmental Impact Study;**
 - **Preliminary Transport Impact Assessment;**
 - **Geotechnical Survey;**
 - **Existing Open Space: Design Brief for Landscape Improvements and Public Art; Woodland Management Plan; and**
 - **Japanese Knotweed Report.**

- Chesterton prepared **marketing literature** to promote site to prospective bidders.

2004/05:

- **Marketing of site** carried out by Chesterton - completed early 2004;
- **Bidders/developers were short-listed** mid 2004;
- Short listed bidders/developers prepared their **financial and design bids** between Summer 2004 and Autumn 2004; and
- Bids submitted by developers and evaluated during Autumn/Winter 2004.
- **Preferred bidder/developer, Crest Nicholson (South West) Ltd was selected** from the bidding process and approved by Cabinet at its meeting of 2nd February 2005 (Minute C1736).

2005/06:

- Crest and their design team (Edward Cullinans Architects) hosted a **public exhibition in Paget Rooms on 3rd and 4th June 2005** – seeking early views from the local community (including an early exclusive viewing for residents from Harbour View/Royal Close) on the **developer's initial design ideas** for the site;
- Following community feedback from public exhibition and ongoing discussions with local community, **Crest** and their architects continue to **prepare their planning application;**
- **Various ongoing Pre-Planning Application Workshops** and other **technical meetings** held between Crest and the Council's planners, highway engineers and other officers;

- **Community Consultative Forum** established by Crest (at request of Council), which meets on regular basis to discuss the project design with local community representatives (including local residents, Councillors etc);
- **Meeting held on 2nd September 2005 between Crest, the Council to update the remaining residents within the Harbour view/Royal Close estates** and those who have been re-housed but have an option to return to the new scheme;
- Complex **contract negotiations** commence in Spring 2005;
- **Efforts to achieve full vacant possession of the site are well advanced** - Number of occupied homes has reduced to four (2 secure tenants and 2 long leaseholders) and is located solely within the Highview/Chichester Road estate. The Royal Close Estate is now fully vacant. This compares to circa 36 occupied units at the end of 2002. Negotiations by Head of Housing and Community Safety.

2006/07:

- **Contract negotiations completed** and have now been completed with the **exchange of a conditional sale contract**;
- **Post Contract stage of project** is now underway. Council and Crest endeavouring to achieve discharge of conditions;
- **Crest host various community consultation exercises** e.g. Community Consultative Group meetings and wider meetings on Plassey Square issues etc;
- **Crest complete design work for planning application** by February 2007;
- **Crest host a two day public exhibition** of their proposed planning application in 15th and 16th February 2007
- **Crest submit their planning application** for 377 new homes at end of February 2007. Planning department currently assessing application;

2007/08: DECEMBER 2007 UPDATE

- **Planning Application Approved** (subject to Section 106 Agt) at 14th December 2007 Planning Cttee;
- **Council continues efforts to achieve a vacant site** – At Cabinet meeting of 13th December 2007 it is resolved to serve a CPO on the four remaining homes that are occupied (and in tandem Notices to be served on the 2 secure tenants). Lawyers preparing the Order and Notices;
- **Japanese Knotweed remains a delay factor** as spraying had not totally eradicated areas of infestation. Additional spraying undertaken in Autumn 2007, next review of knotweed is Spring 2008 to see if latest spraying has eradicated the problem.

Anticipated start of development:

Start of development depends on an unconditional contract being achieved by Crest and the Council. Main risk and delay to the project is achieving vacant possession, which may well require the Council to serve a CPO/serve Notices on the remaining 4 occupiers. Timescale of project delivery is also affected by Japanese Knotweed. Therefore timescale of the development commencing could be between 12 months to 5 years.

Assessment of Impact on the Relevant Community:

If implemented the Penarth Heights development would realise the following potential regeneration benefits:

Economic:

- Create construction jobs;
- New residents likely to spend money on local services and shops;
- Assist wider regeneration of north Penarth, and complement the regeneration work of the Council in Penarth Renewal Area.

Environmental:

- Regenerate the Billy Banks, which are a major eyesore at the eastern gateway to the Vale of Glamorgan;
- Redevelop the site with a high quality new residential development with Very Good Eco Homes standards;
- Enhance Plassey Square, the woodland, the Arcot St Triangle and Paget Road play area etc

Social:

- Provide 20% affordable homes;
- Create enhanced community facilities at Plassey Square, the woodland, the Arcot St Triangle and Paget Road play area etc
- Possibility of enhancing St Paul's Church as a community facility (subject to funding and Cabinet approval).

**QUARTERLY BRIEFING NOTE TO CABINET
AND SCRUTINY COMMITTEE (CORPORATE RESOURCES)**

CURRENT MAJOR PROJECTS

Project Title: Thompson Street Bridge

December 2007

PMU Project Manager: John Dent

Client Department/Officer:
Emma Harvey. Operational Manager. Planning and Transportation
Chris Fray. Head of Economic Development and Leisure

Project Description:

Design, funding, procurement and implementation of a pedestrian footbridge to create a link between the junction of Thompson Street/ Dock View Road and the Holton Reach site in the Barry waterfront

Project Total Cost Estimate:

Current Estimate. Tenders submitted at around £1.75m but additional costs for contingency, fees and additional cost give a cost estimate of £2,000,000.

Project Budget/Funding:

Council Capital programme. £515,000. A request for further funding of £500k was subject to a full report to Cabinet in November 2007
ABP/WAG JV allocation. £400,000. Additional requests have been made to the Welsh Assembly who have confirmed funding of £600k towards the scheme.
Other allocation from S 106 Holton Reach £30k artworks and public open space allocation.
WAG have offered additional grant of £600,000.

Summary of Progress:

September 2002. Project Manager Appointed and review of planning exercise.

November 2002. Cabinet approval of use of Section 106 funding

January -December 2003. Feasibility design work completed

January - June 2004. Negotiation of funding and land options with WDA/ABP

June 2004. Presentation of Preferred options to Cabinet.

July – December 2004. Design appraisal and production of detailed design brief.
Decision to re tender detailed design process.

February 2005. Cabinet approval of appointment of Parson Brinkerhof to carry out detailed design. Review of legal position to reflect discussions with WSAtkins re status of design to date.

August 2005. Public exhibition. Detailed planning application submitted

December 2005. Planning Application approved.

February 2006. Cabinet approved appropriation of public open space in order to increase land provision to accommodate revised bridge details.

February 2006. Additional Capital programme money allocated

Summary of progress:

February 2006 –present. Detailed discussions underway in respect of land issues, construction programme and requirements for an Overbridge agreement with Network Rail.

Land Transfer from ABP is almost completed. Documents signed by the council

ABP/WAG have agreed to extend the deadline on spending the S106 allocation to November 2007.

May 2007. Approval documents agreed by Network Rail.

Discussions with adjacent Medical centre underway in respect of contract access traffic.

Drainage provisions agreed.

Pre contract questionnaire sent out May with deadline of 1st June.

Tender to go out 8th June 2007.

October 2007-December 2007

Tenders have been received and reviewed by Parsons Brinkerhof on behalf of the Council. As a result of the tenders being higher than current budget allocation the scheme detail is being reviewed to reduce cost and further funding has been sought from the WAG and ABP.

An unexpected additional cost in respect of a required easement across the mainline railway is now being considered.

Contract detail is almost complete and a full report was made to Cabinet November 2007 gaining authority to proceed and increase the Capital programme to meet project cost and contingency needs. The Chief Exec has agreed to utilise his emergency powers in respect of the budget allocation prior to the normal February 2008 discussions on the Capital programme.

It is hoped that the contract will be signed in January 2008.

Assessment of Impact on the Relevant Community:

Economic Impact: The bridge will provide a strategic physical link between the waterfront and the town centre and alongside the proposed urban realm works for Holton Road and Thompson street seeks to encourage movements between the two to the benefit of both areas.

Social. The new bridge provides direct access from the Castleland Ward to the proposed new surgery to be constructed on the Holton Reach site. It will provide a well lit and DDA accepted route into the waterfront from this area and the surrounding wards. The bridge will aid in the process of breaking down the perceived chasm between the development of the waterfront and the development of the town centre.

**BRIEFING NOTE TO CABINET
AND SCRUTINY COMMITTEE (CORPORATE RESOURCES)**

CURRENT MAJOR PROJECTS: DECEMBER 2007 UPDATE

Project Title: INNOVATION QUARTER (The "IQ"), Barry Waterfront

PMU Project Manager: Mark White (Major Projects Manager)

Client Department/Officer: DEER (Head of Economic Development and Leisure)

Project Description: To manage and coordinate the mixed-use redevelopment of the Innovation Quarter (IQ), a 19-acre Council owned site located in the heart of the Waterfront Barry. The site includes the derelict grade 11 Listed Hydraulic Pumphouse and Hood Road Goods Shed.

The site comprises six plots of land purchased (from ABP, Rail Properties Ltd, and Railtrack) and assembled by the Council with former WDA grant aid. As a result the Council is in a legal joint venture with the Welsh Assembly Government (Department of Enterprise, Innovation and Networks as successor to the WDA) in which both parties are working together to regenerate this former dockland/industrial site with an integrated mix of business, educational, tourism and other complementary uses, subject to funding and planning etc. Some residential use may also be a possibility (subject to planning) but this is not currently being pursued due to the dominance of residential uses in the rest of the Waterfront.

The project is being implemented in accordance with an indicative and flexible master plan and design brief approved by Cabinet in 2004 (Cabinet Minute 1378) following a feasibility study by consultants LDA. The design objectives for the master plan are:

- An urban quarter with well defined streets and spaces and active building frontages;
- A safe and convenient pedestrian link between the dock edge and the Pumphouse;
- High quality public realm, especially along the water edge and in front of the Pumphouse;
- A visual and pedestrian link between the town and the Quarter;
- A pedestrian friendly environment where the impact of the car is minimised;
- A lively mix of learning, employment, tourism, leisure and residential uses; and
- An urban form and architectural character that reflects its waterfront setting.

Summary of Progress:

1996 – 2007: Six plots of land purchased from ABP, Network Rail/Railtrack, and Rail Properties Ltd;

2003/04: Consultants LDA appointed to carry out study of the site and prepare an indicative and flexible master plan for the IQ. Commission takes twelve months to complete;

June 2004: New **Master plan** is completed by LDA setting out the vision and design objectives for the Innovation Quarter approved by Cabinet (C1378 refers);

The Development and Infrastructure Projects

The Innovation Quarter comprises a number of development and infrastructure projects listed below. A **separate Summary Paper is completed for each of these projects where indicated** and appended with this report to Cabinet and Scrutiny (Corporate Resources):

- **Skills Training Centre** – Completed;
- **The BSC** – Summary attached;
- **Medical Centre** – Summary attached;
- **Hydraulic Pumphouse** – Summary attached;
- **14- 19 Learning Centre** – Summary attached;
- **Triangle Development Plot** – addressed as part of 14 – 19 Learning Centre project;
- **Hood Road Development Site** - Currently on hold pending discussions with WAG (DEIN) hence no separate Summary;
- **Hood Road Goods Shed** – Restored late 1990s. Currently proposed for use by BRECCO as part of Steam Railway project (refer to J Dent's Summary).

Project Cost and Funding: To date the Innovation Quarter has generated £11.3million of investment from various sources:

Source	Amount (£)
Vale of Glamorgan Council	c£1.315m
WDA	c£6m
SDS	c£0.5m
LRF	c£1.6m
PRF	c£45k
ABP	c£1.2m
ERDF	c£0.5m
Others	c£83.5k

Assessment of Innovation Quarter's Impact on the Relevant Community:

Economic:

The redevelopment of the IQ aims to protect and create jobs, create education and training places for the local community, and facilitate strategic links between the Waterfront and the town to the north of the main railway corridor.

To date the following has been achieved:

- **A new Business Service Centre** – providing 8 workshops and 12 offices for fledgling business and entrepreneurs;
- **A new educational and training centre (Skills Centre):** providing a conservation workshop and 9 classrooms, the latter managed by Barry College providing training in IT;
- **Hood Road Goodshed site used as a venue for tourism events** e.g. Waterfront Festival and heritage railway events; and
- **New road connection** provided between Broad Street and Waterfront (Hood Road) assisting integrating the Innovation Quarter and Waterfront with the High St/Broad St retail area.

Environmental benefits:

The IQ concept aims to regeneration 19 acres of largely derelict brown field land with well designed, high quality buildings with a strong sense of place, and associated landscaping and public realm improvements etc.

To date the following has been achieved:

- **High quality design of the new BSC** building has raised design standards although further investment required to develop public realm and road access, which is currently being addressed as part of negotiations for a new medical centre;
- **Restoration of the Hood Road Goods Shed** building and site removed a major eyesore. Prior to this the site had a large problem with illegal tipping and flooding etc. Its restoration has greatly enhanced this part of the Waterfront;
- **High quality design of the new Skills Centre** has also enhanced the area;
- **Various site clearance works** – e.g. recent removal of 7000 cu m of surplus spoil used sustainably to create new landscape bunds adjacent the West Pond and potential for a future linear park.

Social:

The IQ concept aims to create a mixed-use development that will attract a **diverse range of users to the Waterfront**, compared to the Waterfront solely being developed with housing. This should lead to the IQ helping the Waterfront to become more integrate with the wider community. These benefits will increase as other development are delivered, e.g. the proposed medical centre, if achieved, will act as a major community facility, and if an arts centre is achieved within the Pumphouse this will enable the restoration of the grade 11 Listed derelict building and establish a much needed attraction for the local community and visitors.

**BRIEFING NOTE TO CABINET
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CURRENT MAJOR PROJECTS: DECEMBER 2007 UPDATE

Project Title: BSC (Part of the Innovation Quarter)

PMU Project Manager: Mark White

Client Department/Officer: Economic Development and Leisure (Bob Guy, Principal Officer Econ Devt)

Project Description: To facilitate a new landmark building of circa 1500 Sq.m providing incubator space for start up and small businesses comprising 8 workshops and 15 offices, plus accommodation for the client department (Economic Development) and their partners who will also be based at the Centre. Includes Phase 1 of the car park and road access.

Project Cost: Projected to be in the region of £2.23m (including fees/excluding land). Note: Actual final account of project cannot be confirmed at this time because the final account is the subject of ongoing verification by QS.

Project Budget/Funding: WDA (£950k), ERDF (c£555k), LRF (c£411k), VOGC (£314k) at time of writing this report. May alter when account finalised.

Summary of Progress:

2003/04:

- PMU Project Manager (C. Toplis) appointed (September 2003);
- Project Brief completed (September/October 2003);
- OJEU Notice inviting expressions of interest for Design Team (Oct 2003);
- LRF grant secured by client (November 2003);

2004/05:

- Short listed Design Team consultants interviewed (March 2004);
- WDA grant secured by client (July 2004);
- Design Team led by Austin Smith Lord appointed (October 2004);
- Design team prepare detailed design, planning application and pre contact tender documentation (October 2004 onwards);
- ERDF grant secured by client (March 2005);

2005/06:

- Original Planning Permission granted (April 2005);
- New PMU Project Manager (Mark White) appointed following departure of previous manager from Council to other employment (April 2005);
- Ecological survey carried out (April and May 2005);
- Tendering and selection of main contractor (April to May 2005);
- Tender of Interserve accepted by Director of EER in accordance with Cabinet Minute C1879(2) (June 2005);
- Contract let to Interserve to build the building and access road (July 2005);
- Site Clearance and foundation take longer than anticipated due to unexpected discovery of three air raid shelters and other major obstructions in the ground (July to August 2005);
- Opportunity to secure additional grant aid from ERDF and LRF for design improvements to the elevations (e.g. brick panels, canopy, brise soleil etc) – Additional grant aid secured from ERDF (October 2005) and LRF (September 2005) Cabinet Minute;
- Second planning permission granted for design enhancements (July 2005);
- Foundations, steel work and elevations erected by December 2005;

2006/07:

- Construction continues after Xmas break with completion due at the end of June 2006;
- Snagging of building (14th June 2006);
- Client demonstrations of systems (e.g. heating and security) (22nd June 2006);
- Handover of keys to building Friday 23rd June 2006. Responsibility for building and outputs of service delivery within the centre now rests with client;
- Client department occupied building in August 2006.

2007/08: DECEMBER 2007 UPDATE

- Snagging at advanced stage of completion;
- Final Account negotiations completed. Report to be submitted to Cabinet along with a Post Project Review/Lesson Learned;
- Phase 2 car park design work to commence in house and discussions ongoing with WAG DEIN regarding funding.

Assessment of Impact on the Relevant Community:

- The Client (Economic Devt Section) will be reporting back to Cabinet more fully on the project in due course. However, the BSC having been completed is already providing the following benefits:

Economic:

- Providing a centre of excellence and raising the profile of business support from the existing regional and local partners/support agencies e.g. the Council's Econ Devt unit and Enterprise agencies e.g. Business in Focus who are located at the BSC;
- Providing high quality new workshops (8 no.) and offices (15 no.) for use by new entrepreneurs and fledgling businesses in the Vale.

Environmental:

- The BSC is a high quality landmark building that has led to the significant environmental enhancement of a brown-field site – raising design standards in the Waterfront and setting the benchmark for the Innovation Quarter and wider area;
- Designed in the spirit of very good BREEAM;
- Located close to public transport.

**BRIEFING NOTE TO CABINET
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CURRENT MAJOR PROJECTS: DECEMBER 2007 UPDATE

Project Title: HYDRAULIC PUMPHOUSE (Part of the Innovation Quarter)

PMU Project Manager: Mark White

Client Department/Officer: Head of Economic Development and Leisure

Project Description: To facilitate the restoration of the derelict grade 11 Listed Hydraulic Pumphouse and to investigate and if possible secure a sustainable end use. Current proposed end use: arts centre to be operated by Chapter a Cardiff based charity. Other uses will be considered if arts centre not deliverable.

Project Total Cost Estimate: Estimated cost of enveloping building is circa £2.2m.

Project Budget/Funding: No budget currently exists. A PRF bid was submitted in September 2006 to the Welsh Assembly Government but was unsuccessful. Discussions being held with the Heritage Lottery Fund.

Summary of Progress:

2003/04 to 2004/05: Feasibility study completed by LDA for a lifelong learning centre use within the Pumphouse. The study identified the Lifelong Learning Centre would cost c £7m. Funding has not been secured for this project.

2004/05 to 2005/06: Circa £75,000 WAG PRF grant secured for two studies: a **Development Options study** completed by Austin Smith Lord and King Sturge identifying various options including potential for an arts centre, and a **Enveloping Study** completed by conservation architects Acanthus Holden including a condition survey of the building and costed schedule of works for its enveloping;

2006/07: During the Summer of 2006 Chapter approached the Council and expressed an interest in using Pumphouse as an arts centre for large scale art activities. A PRF grant application was prepared and submitted in September 2006 to WAG seeking funding to envelope the building – but unfortunately this was unsuccessful. WAG comments on the PRF bid included their view that HLF should be main funder as this is a listed building.

Hence, an approach is now formally being made to the **Heritage Lottery Fund** with Chapter to investigate if funds from this source can be secured to enable the restoration of the building for an arts centre (or other suitable use should Chapter ever pull out).

2007/08: - DECEMBER 2007 UPDATE: -

- Meeting held with Heritage Lottery Fund during March 2007 to investigate funding. HLF has uncertainty with budgets and would require the Council to “secure significantly more than the minimum requirement for match funding...” Hence funding from HLF unlikely to be the main source.
- Discussions held with WAG and Chapter in November 2007. Chapter and WAG remain interested in establishing arts centre at the Pumphouse, but depends on Council bringing forward substantial capital funds;
- Capital Programme bid submitted for 2008/09 funding of £925,000 as match funding for a WAG grant application. A separate report is being submitted to Cabinet on the 2008/09 Capital Programme which identifies this project as one of a number which depend on the Council generating capital receipts.
- Alternative development options being considered, one of which is to sell Pumphouse (plus associated Innovation Quarter land) to a private developer to enable restoration. Separate report to be submitted to Cabinet in due course.

Assessment of Impact on the Relevant Community:

The full potential economic, environmental and social impact of the Pumphouse restored will depend on the end use. A summary of the potential regeneration benefits of the Pumphouse being used as an arts centre was reported previously.

In its present derelict state the Pumphouse represents a negative image that undermines the ongoing regeneration of the area and is a liability to the Council

**BRIEFING NOTE TO CABINET
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CURRENT MAJOR PROJECTS: DECEMBER 2007 UPDATE

Project Title: MEDICAL CENTRE (part of Innovation Quarter)

PMU Project Manager: Mark White

Client Department/Officer: Head of Economic Development and Leisure

Project Description: To facilitate the disposal of a plot of land immediately west of the BSC for a new medical centre, as part of the Innovation Quarter mixed use development.

Project Total Cost Estimate: c£4m plus cost of road access (which is between £400k to £750k)

Project Budget/Funding: Private developer to fund project (£4m investment) plus funding required from WAG and Council capital programme towards cost of shared road access.

Summary of Progress:

2004/05:

- Negotiations with developer Matrix (representing the High St General Practice) carried out regarding a new medical centre to be located on vacant land (the "Triangle development plot) opposite the Hydraulic Pumphouse.
- Scheme design was worked up but the District Valuer (DV) objected to the developer's proposals on the basis the site opposite the Pumphouse would not provide adequate parking;

2005/06:

- An alternative location was suggested for the medical centre (in consultation with the DV) on a vacant development plot within the IQ west of the BSC identified in liaison with DV.
- Architects for Matrix commenced working up a new design for the new site;

2006/07:

- Matrix and its design team advance the design of the medical centre, car park and road access.
- Welsh Health Estates require Matrix to submit their scheme design to Design Commission for Wales and to secure their support. Preliminary scheme design is submitted by Matrix to DCfW in December 2006. DCfW ask for alterations to design.

2007/08: - DECEMBER 2007 UPDATE -

- Matrix's architects and design team amending scheme design in response to DCfW criticisms of original design. Matrix's engineers (CDP) designing new road access;
- Negotiations ongoing between Matrix, Council and WAG regarding funding of vital road access to enable delivery of the new centre;
- Matrix aiming to submit planning application by early 2008 and to be on site later that year. Note: at time of writing this report the timetable was being reviewed with Matrix and these projected timescales will be ratified.

Assessment of Impact on the Relevant Community:

If implemented the medical centre would generate the following benefits:

Economic:

- Protect and create new jobs for the High St General practice;
- Represent a £4m investment;
- Provide a boost to the Innovation Quarter and its regeneration.

Environmental:

- Regenerate a vacant brown-field site;
- Establish a high quality new building of a similar design quality as the BSC;

Social:

- Provided a new health facility for the local community meeting Disability Discrimination Act requirements with on site parking and cycleway and pedestrian links to High St/Broad St.

**BRIEFING NOTE TO CABINET
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CURRENT MAJOR PROJECTS: DECEMBER 2007 UPDATE

Project Title: 14-19 LEARNING CENTRE (part of Innovation Quarter)

PMU Project Manager: Mark White

Client Department/Officer: Head of School Improvement Service, Learning & Devt

Project Description: To facilitate a scheme design for a new education facility for 14 – 19 year olds, as part of the Innovation Quarter mixed use development.

Project Total Cost Estimate: Not known – depends on the outcome of study

Project Budget/Funding: WAG DCELLS and Council capital funding towards cost of feasibility/scheme design study

Summary of Progress:

2007/08: DECEMBER 2007 UPDATE

- Commissioning Brief drafted and completed between August and September 2007;
- Tendering of feasibility/design commission undertaken in October 2007;
- Architect Stride Treglown identified as preferred consultant;
- Projected study timescales: Stride Treglown commencing commission in November 2007. Aim is to complete study with a Stage D design by March 2008, to provide a document to support a grant application to WAG to fund construction of the building and associated site etc.

Assessment of Impact on the Relevant Community:

To be identified following completion of feasibility/scheme design study.

**QUARTERLY BRIEFING NOTE TO CABINET
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CURRENT MAJOR PROJECTS

Project Title: Barry Steam Railway Project

December 2007

PMU Project Manager: John Dent

Client Department/Officer: Chris Fray. Head of Economic Development and Leisure

Project Description: The Barry Steam Railway Project is an economic development, environmental, community and heritage regeneration initiative.

The project has the following aims and are taken from the Strategic Document: The Connor Report 2002:

- Contribute to the ongoing regeneration of the Barry area.
- Boost the local tourist trade and retail economy by integrating Barry Island with the Waterfront, the High Street and Broad Street retail centre, Morrison's superstore and the town centre.
- To provide an urban spectacle and act as a catalyst for a group of other attractions.
- Facilitate a local voluntary sector project.
- Provide community, education and skills training opportunities.
- Improve the environment through utilising brown field sites, restoring local historic buildings and constructing new buildings that fit in with the locality.
- Provide a living memorial celebrating the importance of railways to the heritage and the cultural development of Greater Barry.
- Provide a basis for other cultural and heritage development opportunities.

The strategic Direction for the scheme is contained in the Connor Report, The Barry Steam Railway Consolidation strategy, agreed in 2002 that indicates a steam railway possibly running from the land alongside the Barry Yacht Club, through the island tunnels and around to alongside the Docks Office.

The larger project is made up of a number of smaller schemes and activities that need to be managed in strategic term and the Project Management Unit is carrying out this co-ordination role.

Infrastructure Progress to date:

The project to date has completed a number of phases of development. The first being the construction of the Engine Shed at Plymouth Road for storage and restoration work linked to the restoration of the Barry Island Station as a visitor centre, shop and office. The second being the completion of the link to the Hood Road Goods Shed and Waterfront Platform in 2002. The third was the completion of an additional route from the causeway to Woodham Halt opened by the First Minister, Rhodri Morgan AM in 2004.

The Phase 4 link to a third halt alongside the Morrisons store at the Barry waterfront was completed in early May both to time and to budget. Further approvals have been received from both the Office of the Rail Regulator and from Her Majesty's Inspector of Railways. Approval was given in September 2007 and a licence exemption has now been granted to the VGRC in respect of the new link. Operation on the new link will be subject to the Council granting the VGRC a new licence.

Barry Ten Steam Engines.

The Council has entered separate legal agreements with other societies and individuals for the restoration of four engines at a cost to them of circa £1 million as the Council did not have any funding available to restore any of the steam engines locally. The Council and the Vale of Glamorgan Railway Company will benefit from the return of these engines or alternative engines within the reconstruction period to run on the local line for a period of ten years.

The remainder of the Barry Ten will still form an attraction but their location and appropriate interpretation needs to be developed. The Strategy document discusses moving the collection to the Plymouth Road Goods shed as part of the plans to relocate the operational aspect of the Steam Railway Company to the Barry Railway Depot.

Part of the development of plans for the Barry and creating additional attractions was the consideration of the proposal in respect of the Taff Railway Engine Number 28. The intention was to seek a custodianship agreement with the National Railway Museum for this engine to be restored at Barry and as a first step towards closer working relations with the NRM. Closer relations with the NRM would be useful if the Barry Steam Product is to be developed as the agreement could result in exchanges of rolling stock for exhibition purposes.

May 2007. Further discussions have taken place with the National Railway Museum about the TVR28; the possibility of National Archives being stored at Barry and the joint approach to the use of the NRM branding at Barry as part of the NRM's Outreach programme. Further reports on this matter will be provided to Cabinet in due course and these will consider the overall branding for the project and the strategic direction it might now be taken along.

A further set of proposals for one of the remaining engines has been made and the NRM are still keen to exhibit one of the Barry Ten engines at York with interpretation relating to Barry.

October 2007. A final version of the agreement from the National Railway Museum is now awaiting internal processing and signing.

December 2007. The agreement has been signed by all the parties involved and the engine relocation is now expected to take place in January –February 2008.

Mainline Connection

As part of the provisions included in the documentation referring to the acquisition of the former EWS Depot in 2002 there is reference to the Council entering into the appropriate Mainline Connection with Network Rail before using the existing connection.

The Council appointed Cambrian Transport in 2005 to enter discussions with Network Rail regarding this agreement and they worked toward gaining a draft agreement up until November last year

A final draft of the proposed agreement has now been completed in line with Cabinet approval from December 2005 and associated minute.

The Council's obligations under the agreement are under Section 5 and relate to emergency situations and operational control of movements of rolling stock on our land. These items are covered by the Safety case of the Vale of Glamorgan Railway Company currently and will be part of the Operating manual to be signed up to by all parties as part of the new lease arrangements being prepared by Estates. The other matters to consider are cost and liability. The cost is the £500 per annum and a liability figure in the document has been capped at £250,000. This liability cost can be covered by the insurances we request from the VGRC and the BRECO group when they sign up to utilise the connection.

October 2007. A final version of this agreement has now been agreed and can be signed subject to an agreement of a conditions survey for the scheme.

December 2007. The agreement is now operational and will allow access for tours to stop at the Barry Railway Centre. Discussions to continue with the interested parties to see how this might commence.

Estates Management

Officers have been negotiating arrangements for the leasing of land and buildings associated with the project in order to formalise arrangements.

The basis of the strategy is to try and bring forward a more solid base of heritage related activities at the Barry Depot site. As all of the land and buildings have been purchased with financial support from the former Welsh Development Agency they are all subject to Short Form Acquisition Agreements. These agreements mean that any receipts, less investment in the land or buildings, maintenance or repair and appropriate fees, have to be returned to the Welsh Assembly Government.

Following discussions with a number of interested parties it became apparent that the Vale of Glamorgan Railway Company, the Traditional Traction Group and the Diesel Group would all be willing to work together in respect of the Drop Wheel Shed and the dilapidated Mess Building and they subsequently made a bid together for these areas. Cambrian Transport, bidding as the BRECO group also wanted to use the drop wheel shed building but where prepared to bid, instead, for the Hood Road Goods Shed building on a the basis of a limited lease if this would allow all parties to take their plans forward. In addition they wished to bid to operate a railways training enterprise from the Heritage Skills Training.

In all cases an arrangement for off setting rental income against schedules of works are being considered as the Council has no capital programme allocation set aside for this project. Sufficient businesses viability does not yet exist to allow a large scale investment programme so we are hoping to start small in programme and small in cost terms. Each of the parties will have to put together a schedule of works proposed for their particular buildings and consider a programme for bringing them forward.

May 2007 Draft Heads of terms in respect of the lease arrangements went out to the parties in early May and a review meeting, following the submission of the schedules of works is proposed for early June.

October 2007. The final draft of the Heads of Terms for the Breco Group proposal are currently waiting agreement from the Welsh Assembly Government.

December 2007. The agreement was reported to Cabinet in Noveber 2007. The WAG have now agreed the scheme subject to a market valuation of the property being provided to match the investment levels proposed.

Funding.

The Vale of Glamorgan Railway Company currently rely on revenue support of £65,000 per annum. The last year for this grant support, approved in 2004, is the 2007-08 period. Officers have set up a Service Plan Agreement with the railway company that seeks regular assessments of business planning, marketing, strategic direction, events programme, rolling stock maintenance programmes and volunteer campaigning.

Over the last ten years the project has relied on significant grant funding and a detailed report was made to the Scrutiny (Corporate Resources) Committee in 2006 providing a breakdown of these costs.

The VGRC would like to see support continue and officers have requested a revised Business Plan from the Company to indicate its viability and business direction prior to any consideration of further revenue support being considered.

October 2007. The Business Plan is still awaited.

November – December 2007.

Both the Companies General Manager and Admin Assistant's contract with the VGRC ended in December 2007. The Deputy Leader and the author attended a number of meetings with the VGRC in this period. We are still awaiting a formal bid for any additional funding that the VGRC require.

**QUARTERLY BRIEFING NOTE TO CABINET
AND SCRUTINY COMMITTEE (CORPORATE RESOURCES)**

CURRENT MAJOR PROJECTS

Project Title: Central Station. Phase 1 Docks platform.

December 2007

PMU Project Manager: John Dent

Client Department/Officer:
Chris Fray. Head of Economic Development and Leisure.
Emma Harvey. Operational Manager, Planning and Transport.

Project Description:

Upgrading and refurbishment of the Docks Platform to include new canopy, seating, windbreaks, enclosure, lighting, drainage, surfacing, cctv and real time information.

Project Total Cost Estimate: £950,000. Final account expected end of January 2008.

Project Budget/Funding: Welsh Assembly Government Transport Grant to cover the costs of the scheme.

Summary of Progress:

2001-2002 Ws Atkins produced master planning process for central station scheme
September 2002. Project Manager Appointed

September 2002- March 2003. Discussion of phasing of project. Project broken down into Central station Phase 1 works, land acquisitions and Thompson Street Bridge.

April 2003. land acquisition around Docks Office.

April 2003-December 2004. Detailed discussions with Arriva Trains, Network Rail

January 2005. Appraisal of procurement options

January 2005. Cabinet approval of main contractor.

September 2004- November 2005. Lengthy negotiations with NR and Arriva re provisions of Asset Protection Agreement.

May 2006. Cabinet agrees provision of the Network Rail Asset Protection Agreement

January 2007. Contract signed

The scheme contract is expected to commence on site on 24th February 2007 and run until August 2007.

May 2007. Scheme on site. Will now run until September 2007. Finance provision from WAG Transport Grant for this years requirement now notified.

October 2007. Some delay with final lighting. Handover expected 24th November. Expected opening event circa 7th December 2007

December 2007. Handover took place on 19th December 2007. The opening event is to be organised for January/February 2008.

Final accounting will take place in January and February 2008.

Assessment of Impact on the Relevant Community:

Economic Impact: It is expected that the upgraded platform and new canopy will further encourage the use of train and modal shift from the car to public transport. The phase 1 proposals are just the first phase of the larger central station proposals that seek to create a transportation hub at this location. The Council is currently in discussions with the Welsh Assembly Government and BRB Residuary Body agents in respect of the acquisition of the land to the north of the rail line

Environmental/Social impact: The current surfacing, lighting and facilities at the Docks Platform are in a very poor state of repair. This scheme will provide a safer, well lit facility with CCTV and real time information provision.

Process: The development and implementation of the scheme provides a valuable pilot exercise for WAG funded transport schemes involving the operational areas of both Network Rail and Arriva Trains.

**QUARTERLY BRIEFING NOTE TO CABINET
AND SCRUTINY COMMITTEE (CORPORATE RESOURCES)**

CURRENT MAJOR PROJECTS

Project Title: Catching The Wave Initiative

December 2007

PMU Project Manager: John Dent

Client Department/Officer: Chris Fray. Head of Economic Development and Leisure

Project Description:

The Council, with funding support from the Welsh Assembly Government's Catching the Wave Initiative has appointed Hyder Consulting to produce a report that evaluates a variety of options for the development of a marina/s at Barry. The report will assess the visual, environmental, social and economic impact of marina options and provide analysis of the physical constraints associated with each to reach a conclusion on a preferred location and cost

The Council, and in turn the Welsh Assembly Government who are promoting the Catching the Wave Initiative, will need to understand the likely development time frame and costs associated with the preferred option provided and so the report will consider land ownership, regulatory control, the engineering, geographic, topological constraints associated with the options and cost estimates associated with basic marina design in each case..

Hyder have produced a draft report that officers are currently reviewing.

October 2007 – December 2007

Final Draft Report is expected was to be produced by the end of June 2007. However, a number of further options are now being considered by Hyder at the request of the Council/APB and the WAG and the revised version should be completed by March 2008. Additional funding has been provided by the WAG and ABP to meet the costs of this additional work.

**BRIEFING NOTE TO CABINET
AND SCRUTINY COMMITTEE (CORPORATE RESOURCES)**

CURRENT MAJOR PROJECTS: DECEMBER 2007

Project Title: WALES INTERNATIONAL CENTRE FOR HOSPITALITY, TOURISM AND LEISURE MANAGEMENT, UWIC CAMPUS NELL'S POINT

PMU Project Manager: Mark White

Client Department/Officer: Corporate Management Team

Project Description: Proposal to locate a university campus (UWIC) on the development site at Nell's Point, Barry Island.

Project Total Cost Estimate: Estimated cost circa £23.5m (LDA study 2004).

Summary of Progress:

2003/04:

UWIC approach the Council and express an interest in utilising the Nell's Point development site for a new university campus for their Tourism and Hospitality course. Various meetings held with UWIC and WDA officials;

2004/05:

Council, WDA and UWIC jointly fund a detailed feasibility study which was undertaken by consultants LDA and Pricewaterhouse Coopers assessing the viability of a university campus at the Nell's Point site and associated costs. The study takes twelve months to complete and puts forward a layout and concept for a c£23m university with student accommodation and an academic block for 1,200 students in Phase One with the possibility of increasing to 2,500 students in the future;

At the Cabinet meeting of 18th February 2004 it was resolved:

- C1203(1) "That the concept for the Wales International Centre for Hospitality, Tourism and Leisure Management at Nell's Point, Barry Island, as outlined in the report, be approved in principle subject to planning and other statutory approvals;"
- C1203(2) "That the Director of Environmental and Economic Regeneration, in liaison with the Director of Legal and Regulatory Services and the Director of Finance, ICT and Property and after consultation with the Leader, be authorised to enter into formal negotiations with UWIC and other possible partners and key stakeholders to agree the mechanism and principles for project delivery, to identify the principles of any land disposal required for the campus and ancillary commercial uses, and to report back to Cabinet for approval;" and

C1203 (3) “That the Director of Environmental and Economic Regeneration be authorised to work in partnership with UWIC and the WDA to seek the necessary funding for the delivery of the campus, in consultation with the Director of Finance, ICT and Property.”

2005/06:

Following the completion of the study discussions continue with UWIC, WDA and also WAG officials to investigate funding to plug a circa £11m funding gap. These discussions fail to resolve funding shortfall and also progress with the project is complicated and delayed by merger talks between UWIC and Newport universities. In late 2005 to Spring 2006 the project is also delayed by UWIC being required by Higher Education Funding Council to complete a new estates strategy. In the meantime a PRF Grant is secured for demolition of Former Holiday Camp Buildings: Contract is let to Cuddys to demolish the remains of the holiday camp buildings and clear the 11 acre site ready for redevelopment. This project was undertaken in 2005/06 and 2006/07;

2006/07:

Various meetings held early in 2007 with UWIC who remain interested in Barry but are investigating Barry Waterfront as a location for a FE/HE development. Preliminary discussions held regarding possibility of an FE/HE development at the Innovation Quarter for example.

2007/08: DECEMBER 2007 UPDATE

Report submitted to Cabinet meeting of 12th December 2007 reporting that due to insufficient funding the UWIC project seems unlikely to progress and therefore it is intended to consider alternative development options for the Nells Pt site within context of Waterfront development. Cabinet resolved:

- (1). That the letter from UWIC referred to in this report on insufficient funding to deliver the proposed University campus at Nell's Point is noted;
- (2). That the Director of Environmental and Economic Regeneration is authorised to review development options for the Nell's Point site in consultation with the Leader, Deputy Leader, Director of Finance, ICT and Property and the Director of Legal, Public Protection and Housing Services.
- (3). That the Director of Environmental and Economic Regeneration is authorised to market the Nell's Point site for an appropriate use or uses in consultation with the Leader, Deputy Leader, Director of Finance, ICT and Property and the Director of Legal, Public Protection and Housing Services.
- (4). That the Director of Environmental and Economic Regeneration is authorised to appoint specialist consultants to assist with reviewing the development options for the site and facilitating marketing the site.
- (5). That, although the principle of allocating the site solely for housing would not be a preferred option, consideration be given to setting aside part of the site for the provision of an extra care housing facility with a respite provision if applicable, alongside the intended mixed development for the site, such development to include leisure and tourism facilities.

**QUARTERLY BRIEFING NOTE TO CABINET
AND SCRUTINY COMMITTEE (CORPORATE RESOURCES)**

CURRENT MAJOR PROJECTS

Project Title: Penarth Pier Pavilion & Esplanade Shelter

December 2007

PMU Project Officer: Rob Lucas

Client Department/Officer: Chris Fray, Economic Development & Leisure

Project Description:

Both landmark buildings require significant investment to restore them and sustainable uses to be identified to bring them back in to beneficial public use. The approach to achieve this aim is for the council to retain the freehold interest of the buildings and to secure a private/community sector partner on a long term lease, to enable significant investment and beneficial public use of the building.

Project Total Cost Estimate:

- Pier Pavilion – to be determined
- Italian shelter – to be determined

Project Budget/Funding

Specific development budget not identified – funded from current Revenue budgets

Summary of Progress:

Pier Pavilion:

Development Brief written to assist marketing (2004)

Marketing undertaken (2005)

No formal bids received (2005)

Nutopia/Chang informal interest withdrawn due to restrictive covenant (Feb 2006)

Penarth Arts & Crafts (PACL) express interest in building (March 2006)

Professional advice from King Sturge that marketing problem persists & that private sector market for building is extremely poor with advice not to re-market (Oct 2006)

Restrictive covenant on building limiting its use may be released by the Earl of Plymouth Estates for a specific use, subject to agreement. (2006)

PACL Vision for Pier Pavilion (Oct 2006).

Council Cabinet approval (31st January 2007 minute C2880)

- Council negotiate potential partnership with PACL and allow reasonable time for proposal to be developed.
- £5,000 Council Active Citizenship grant to PACL towards Project Planning Grant (HLF)

PACL awarded a Heritage Lottery Fund Project Planning Grant to work up a project for the Pier Pavilion with £50,000 from HLF and match funding of £5,000 from the

Vale of Glamorgan Council in January 2007. Study to include:

- Conservation Management Plan
- Access Plan
- Audience Development Plan
- Training and Education Plans
- Project Officer post

PACL undertaking the study and are preparing a Business Case for the project with the aim of making a Stage 1 Heritage Grant Application in September 2008 with a decision likely from HLF in December 2008.

Esplanade Shelter

- Contract negotiations for lease/development with the previous preferred bidder ceased on 12th July 07.
- Council to undertake in house local re-marketing of shelter – a number of parties have expressed an interest in the building.
- The Council Strategic Estates Service have prepared draft marketing information on the shelter for local marketing before the end of this year and bids due in February/March 2008.

Assessment of Impact on the Relevant Community: Economic Impact & Environmental/Social impact:

The renovation of the buildings will help to improve the quality of life and link to the Council's corporate objectives of environmental improvement and economic regeneration.

R8 of the Corporate Plan refers to the refurbishment of the Pavilion as a focal point for visitor activity on the Penarth seafront

Project Title: - Former Bus Depot, Broad Street, Barry –
Welsh Transport Heritage Centre

December 2007

PMU Project Officer: Rob Lucas

Client Department/Officer: Chris Fray, Economic Development & Leisure

Project Description: -

Negotiate with South Wales bus preservation groups to create a Heritage Bus Centre on the former bus depot site to provide a sustainable use for the building and secure investment for potential renovation of the site. The bus preservation groups are an amalgam of two existing charities the Cardiff Transport Preservation group (CTPG) and the Welsh Museum of Public Road Transport (WMPRT) based in Swansea.

The Council are only leaseholders of the site and British Railways Board Residuary (BRBR) are the freeholders. BRBR have indicated that they want to sell the freehold of the site and will negotiate directly with the Council. This opportunity to purchase the freehold would enable greater control and opportunities for the site by the Council.

Project Total Cost Estimate: Welsh Transport Heritage Centre

Phase 1 – Establishment costs to secure site for a Bus preservation centre estimated at approximately £65,000

Phase 2 – Welsh Transport Heritage Centre more extensive visitor tourist facility with more extensive renovation of building and site.

Project Budget/Funding

Project officer development cost from Barry Regeneration Partnership Development Fund. Phase 1 budget/funding:

- £20,000 Council Capital funding for asbestos works - undertaken in 2006/7.
- £25,000 funding by Bus Groups for essential electrical, plumbing and security measures
- Initial estimate of £20,000 for a Town Improvement Grant from the Welsh Assembly Government for essential repairs to building fabric

Summary of Progress:

- Council cabinet approved that Heads of Terms for sub lease of former bus depot to be negotiated with the bus preservation groups (2006) & purchase of freehold, subject to confirmation of site information details and funding
- Purchase of the freehold of the site could enable more substantial Council control of site and WAG (Economy and Transport) has indicated that funding may be forthcoming. BRBR`s agents have still not provided the site freehold information and therefore any meaningful progress on purchasing the freehold has not been possible.
- To warrant the bus preservation groups agreed investment in the building permission from the freeholder has been obtained to sub let the building for a six-year period.
- Heads of Terms and a draft sub lease agreement for the former bus depot to the bus preservation groups has been agreed. A planning application is to be submitted by the bus preservation groups for the proposal and is anticipated early in 2008.

Assessment of Impact on the Relevant Community:**Economic Impact & Environmental/Social impact:**

- To bring the building back in to beneficial use
- To provide a valuable tourism service
- To provide wider options for the regeneration of the site

Project Title: Barry Island Footbridge Replacement

December 2007

PMU Project Officer: Rob Lucas

Client Department/Officer: Chris Fray, Economic Development & Leisure

Project Description:

Replacement of Barry Island Railway footbridge, which is at the end of its economic life.

Project Total Cost Estimate:

Pre-feasibility cost estimate:
Footbridge - £400,000

Project Budget/Funding

- Project Officer cost from Barry Regeneration Partnership Development Fund:
- Footbridge - £400,000 Council Capital funding (2006-2008)

Summary of Progress:

- Network Rail have confirmed direct scheme consent not required for work on their land (NB Network Rail legal approval of scheme required as part of restrictive covenant)
- Barry Steam Railway through their license agreement confirmed scheme approval subject to agreement of programme
- Initial procurement investigation work
- Decision to use Engineering & Procurement for implementation of project
- Project Execution Plan completed
- There has been discussion on more significant upgrading of the access route from the Footbridge to Plymouth Road however no funding has been forthcoming. The Welsh Assembly Government (Department for Economy and Transport) will reconsider the scheme once the Barry Island Master Plan is established.
- Project Brief & Project Plan in development with option appraisal complete however feasibility design is still on going. Site investigation work is being undertaken to investigate a surface water drainage soakaway option as there is no surface water drainage system on site and Plymouth Road surface water drainage system has poor capacity to take additional surface water.
- Planning Application for scheme submitted on 29th October 2007 due to go to Planning Committee on 17th January 2008 with officer recommendation to approve.
- Given the delay with the project council capital funding for the scheme will be slipped to 2008/09.

Assessment of Impact on the Relevant Community:

Economic Impact & Environmental/Social impact:

- Works to ensure current pedestrian route maintained
- Disabled Discrimination Act compliance/enhancement to be investigated to accommodate the accessibility needs of all sectors of the community.
- Potential to enhance as a sustainable transport route – cycling route

**QUARTERLY BRIEFING NOTE TO CABINET
AND SCRUTINY COMMITTEE (CORPORATE RESOURCES)**

CURRENT MAJOR PROJECTS

Project Title: Barry Masterplan

Report Date: December 2007

PMU Project Manager: John Dent

**Client Department. Chris Fray, Head of Economic Development and Leisure
Rob Thomas. Head of Planning and Transportation**

Project Description:

To pull together technical teams in order to produce a contextual masterplan under which the Phase 2 Preferred Developer Masterplan can be considered and to provide a point of context for full range of issue associated with the development of the scheme.

Project Total Cost Estimate. N/A. Strategy Development

Project Budget/Funding. PMU officer time being funded through the Barry Regeneration Board budget allocation.

Summary of Progress:

May 2007

ABP/Dein have marketed the Phase 2 waterfront area. Their preferred bidder has a deadline to reach agreement with those parties which is expected to be in the near future

It is expected that initial master planning will commence shortly and that a draft master-plan will follow discussions on a development brief framework. Technical teams will be formed to take forward the master plan and the current estimate of programme would be to see this produced by June 2008. This should allow the outputs of the Town Centre Living Study, the Barry Marina Study and any economic development/employment land studies to feed into the overall process.

October 2007

An agreement between WAG/ABP and the preferred consortium has now been signed and HMA Architects of Cardiff have commenced a series of workshops with officers to start the master plan process.

December 2007

Workshops continued through the period with officers requesting a vision statement and programme for workshops with defined outputs. Report to Cabinet in December sought Project Board for this project.

Project Title: Barry Town Centre Living Study

December 2007

PMU Project Officer: Rob Lucas

Client Department/Officer:

Chris Fray, Economic Development & Leisure

Alun Billingham, Acting Head of Housing & Community Safety

Project Description:

This neighbourhood and town centre renewal assessment of the Castleland ward in Barry is a joint project between Economic Development and Private Sector Housing developed through the Renewal Area Steering Group and the Barry Regeneration Partnership.

The purpose of the assessment called the Barry Town Centre Living Study is to reverse the decline of Barry Town Centre (Holton Road) and the surrounding residential area (Castleland ward) by developing a lifetime Strategy, an Action Plan and a detailed Regeneration Programme that can be implemented making best use of Private and Public Sector funding.

The assessment is anticipated to provide the Council with its third Renewal Area building on the success of Cadoxton, Barry and the current regeneration programme in Penarth, which will come to an end in 2010/11.

However the new initiative is more radical in its approach linking housing and town centre Regeneration. This should provide greater opportunities for long-term sustainable change with an agreed long-term strategy for public and private sector investment agreed by the Council and the Welsh Assembly Government. A neighbourhood renewal assessment is a tried and tested method providing a `business case` for public sector intervention to bring about improvement.

Project Total Cost Estimate:

Study cost is £79,000

Potential Project Value including Private and Public sector Investment is estimated at £10 – 12 million - given potential ten year life of the Renewal Area.

Project Budget/Funding

Study - £70,000 Council funding and £9,000 WAG DET funding

Potential Funding for Renewal Area – indicative funding currently stands at £1.5 million per year from WAG and £500,000 per year from the Council.

Summary of Progress:

Funding secured to appoint consultant January 2007

Consult CIH appointed to undertake study in January 2007.

The detailed assessment work that is now well underway will take most of this financial year to complete and includes:-

- Property condition surveys
- Household, Business & Landlord Consultation and engagement
- Environmental Survey
- Town centre Health Check
- Business User (Shopping) survey
- Exhibition/ Workshops
- Market Testing
- Assessment of housing capacity (Urban density study)
- Option generation
- Option development
- Option appraisal
- Reporting

The Initial findings summary report was received in December 2007 with a public exhibition of the study planned for February 2008.

It is envisaged that the new Renewal Area in Barry will be declared in 2009 to enable sufficient time for community capacity building and projects to be planned for taking over the momentum of Renewal Area activity when the Penarth Central Renewal area comes to an end in 2010/11.

Assessment of Impact on the Relevant Community:**Economic Impact & Environmental/Social impact:**

The study itself will have no physical impact although there is the risk of raising people's expectations during the study, which need to be matched against the realistic outcomes of the study and the long-term timescales for delivery of those outcomes.

The benefits of the Council declaring a Renewal Area in the Castleland ward in Barry including the town centre would enable wide ranging regeneration improvement programmes on a range of services areas including:

- Housing
- Community
- Environmental
- Economic Development
- Crime & Disorder
- Tourism & Leisure

**QUARTERLY BRIEFING NOTE TO CABINET
AND SCRUTINY COMMITTEE (CORPORATE RESOURCES)**

CURRENT MAJOR PROJECTS

Project Title: Housing Investment Programme

December 2007

PMU Project Manager: John Dent

Client Department/Officer: Tony Jacques. Interim Housing Manager

Project Description:

The Project Management Unit are supporting Housing in respect of the following areas:

1. Managing the process for specifying the Vale of Glamorgan's own standard for Quality Housing and aiding in setting up the specifications for the proposed showhomes. This in itself is a large piece of work mainly because of the consultation required but needs to be concluded speedily in readiness for next years kitchen and bathroom programme.
2. Review the actions identified within the implementation plan, establish an up to date (including any additional WAG expectations) and realistic plan which is time tagged and recognises the capacity available to implement.
3. Review with the Director of Finance and Interim Head of Housing the progress and financial plans and estimates in order to review and produce a revised Business Plan..
4. Making an assessment of internal capacity necessary to meet WHQS- particularly in relation to Building Services. This work to be Co-ordinated with the Service head for DSO.
5. If the case for partnering is agreed to establish and advise on the procurement process and time table.

In addition the Project Management Unit has agreed to support Housing and property with regard to the requirements for land sale to support the Business Case approved.

September – December 2007

RL and JD produced a review of the Savill's Report and the information available from the various Departments to date. A draft Business Plan and a draft WHQS Local Report have been produced. Various meetings have been held with Property Services and the DSO to discuss procurement options and WHQS options. There has been an agreement that the PMU will help Property Services in producing a Plan/Programme to enable the evaluation and possible disposal of Housing land not required for operational purposes.

RL and JD are working towards a larger project programme with relevant officers feeding in required information on tasks and individual programmes for matters such as tenant involvement and contract dates.