

Meeting of:	Cabinet
Date of Meeting:	Monday, 28 February 2022
Relevant Scrutiny Committee:	Environment and Regeneration
Report Title:	Proposed Disposal of Barry Railway Depot and Nearby Railway Land to Transport for Wales (TfW)
Purpose of Report:	To seek endorsement for the Council to dispose of Barry Railway Depot and other nearby railway land to Transport for Wales (TfW) and to collaborate with TfW to facilitate a multi-million pounds investment project.
Report Owner:	Deputy Leader and Cabinet Member for Education and Regeneration
Responsible Officer:	Chief Executive
Elected Member and Officer Consultation:	<p>Leader</p> <p>Local Ward Members</p> <p>Head of Regeneration and Planning</p> <p>Head of Neighbourhood Services and Transport</p> <p>Interim Head of Finance/S151 Officer</p> <p>Operational Manager, Property Services</p> <p>Principal Lawyer</p>
Policy Framework:	This is a matter for Executive Decision
<p>Executive Summary:</p> <ul style="list-style-type: none"> • A unique opportunity has arisen for Barry to play an important role for the railway industry in South Wales. It is proposed the Council collaborate with Transport for Wales (TfW) to facilitate a multi-million pounds investment at Barry Railway Depot and neighbouring railway land (forming part of the land indicatively edged red in Appendix A, subject to boundary and title checks being undertaken) for the stabling and storage of new railway fleet being purchased by TfW to serve the Core Valley Lines (CVL). • To deliver the project, TfW's preference is to agree to purchase the railway depot and all or parts of other land (indicatively edged red in Appendix A) from the Council prior to the end of March 	

2022. The tight deadline is due to Welsh Government funding availability constraints. Hence, due to this tight timescale, this report is submitted by virtue of the Urgency Procedure.

- A separate Part II Report submitted to this Cabinet outlines the proposed land transaction with TfW and sets out the proposed collaboration of the Council and TfW to secure multi million pounds of funding from the Welsh Government for this strategically important transport project.

Recommendations

1. That Cabinet authorises the Council collaborating with Transport for Wales (TfW) to facilitate a multi-million pounds investment at Barry Railway Depot and other nearby railway land including Barry Island Station (indicatively edged red in Appendix A) for the stabling and storage of new railway fleet being purchased by TfW to serve the Core Valley Lines.
2. That Cabinet notes the proposed disposal to Transport for Wales (TfW) of all or parts of the freehold interest of the Barry Railway Depot and neighbouring railway land indicatively edged red in Appendix A, set out in the separate Part II report submitted to this Cabinet meeting.

Reasons for Recommendations

1. To seek authorisation of Cabinet for the proposal to collaborate with Transport for Wales (TfW).
2. To inform Cabinet of the Part II Report regarding the proposed disposal of all or parts of the land indicatively edged red in Appendix A to TfW.

1. Background

- 1.1 Transport for Wales (TfW) is a not-for-profit company owned by the Welsh Government. TfW was set up by the Welsh Government during 2016 to oversee public transport in Wales. TfW is tasked with "...driving forward the Welsh Government's vision for a high-quality, safe, integrated, affordable, and accessible transport network that the people of Wales are proud of..."(Source: tfw.wales website).
- 1.2 TfW has recently approached the Council requesting to purchase Barry Railway Depot and other neighbouring railway land at Barry Island (indicatively edged red in Appendix A) for the purpose of rail vehicle storage and stabling of a new fleet of trains it is purchasing, called the Class 756 Stadler, a Swiss manufactured rail vehicle, which will replace the current Class 150 diesel fleet over a period of roughly 2 years. This vehicle is also known as the Tri Mode as it has 3 traction power capabilities. It is essentially an electric motor vehicle which can be powered by battery, diesel or 25Kv overhead line (OHLE).
- 1.3 Railways have always been an important part of Barry's sense of place and local identity, as a historic coal port established in the 1880s and as a seaside resort.

This project is a unique opportunity for Barry to play an important strategic role during the 21st Century for the railway industry. Disposing of Barry Railway Depot to TfW will help the company operate a more resilient railway operation for the benefit of the Core Valley Lines of which Barry is a part of the timetabled services.

2. Key Issues for Consideration

- 2.1** TfW are keen to purchase Barry Railway Depot Barry and other nearby railway land indicatively edged red (in Appendix A). Barry is part of the Core Valley Line (CVL) timetabled railway services and according to TfW purchasing the depot "...represents an opportunity to add resilience to the TfW rail operation. It is also only an estimated 7 rail miles from TfW's main engineering site at Canton in Cardiff which offers some synergy for resource...".
- 2.2** A separate Part II Report submitted to this Cabinet meeting outlines the proposed long-term disposal of land to Transport for Wales (TfW) and proposed funding arrangements for the multi-million pounds investment in respect of land indicatively edged red in Appendix A. The disposal of the land to TfW and resultant major investment will deliver long-term economic benefits for the town and create jobs.
- 2.3** TfW advise the tourist railway operated by Cambrian Transport Ltd will have the opportunity to continue operating services from Barry Island to the Waterfront.

3. How do proposals evidence the Five Ways of Working and contribute to our Well-being Objectives?

- 3.1** The proposed disposal of land to TfW accords with the Five Ways of Working and our Well-being objectives as follows:
 - a) Involvement** - Due to the tight deadline to facilitate the land transaction there is insufficient time to consult the local community. However, this project would result in the continued use of the land for railway purposes for the benefit of Barry and the wider region and TfW state "...The engagement team will work with stakeholders and communities across Wales and Borders and across public transport modes. A team of regionally based Stakeholder Managers and Community Engagement officers will deploy an open and engaging approach and build strong and lasting relationships to ensure all stakeholder voices are heard and input taken to all areas of transport recovery, delivery and improvement.

We will build links and be a key collaborative figure (with third sector, health boards, local authorities, education establishments and charities to name but a few) to find ways of working together for the benefit of local communities and work toward recovery and a post Covid transport network that is heavily shaped by our work with stakeholders.

TfW will deliver a tailored plan for engaging with, informing and involving stakeholders and communities across their region.

In conjunction with our commitment to the Well-being of Future Generations Act to improve social, cultural, environmental and economic well-being, TfW will develop and deliver unique plans to reach out and engage with local communities and stakeholders, promoting the positive benefits of public transport and work to ensure our communities are remain safe, well and connected....;

b) Collaboration – The Council, Welsh Government and TfW are collaborating to achieve the delivery of this project;

c) Integration – The aim of TfW is to driving forward the Welsh Government’s vision for a high-quality, safe, integrated, affordable, and accessible transport network that the people of Wales are proud of. This project will help TfW towards achieving this aim;

d) Prevention – The project will help TfW deliver a resilient railway service for the South Wales Region and help encourage the use of public transport helping prevent and over reliance on motor vehicles;

e) Long Term – The project will ensure a long term role for Barry Railway Depot as a strategically important railway storage facility. The investment into the depot will offer increased sustainable operating solutions for rail.

4. Resources and Legal Considerations

Financial

- 4.1** The value of the land indicatively edged red in Appendix A will be determined by consultant land valuers. The majority of the capital receipt generated from the land transaction with TfW will be paid by the Council to the Welsh Government in accordance with financial arrangements entered into at the time of the original acquisition of the land. There is a small section of land subject to a separate financial arrangement whereby the capital receipts will be shared with the Welsh Government in accordance with the legal joint venture for the Innovation Quarter for that section of land.

Employment

- 4.2** TfW advise that jobs will be created by this proposal, but at this stage it is not possible to confirm numbers and types of jobs.

Legal (Including Equalities)

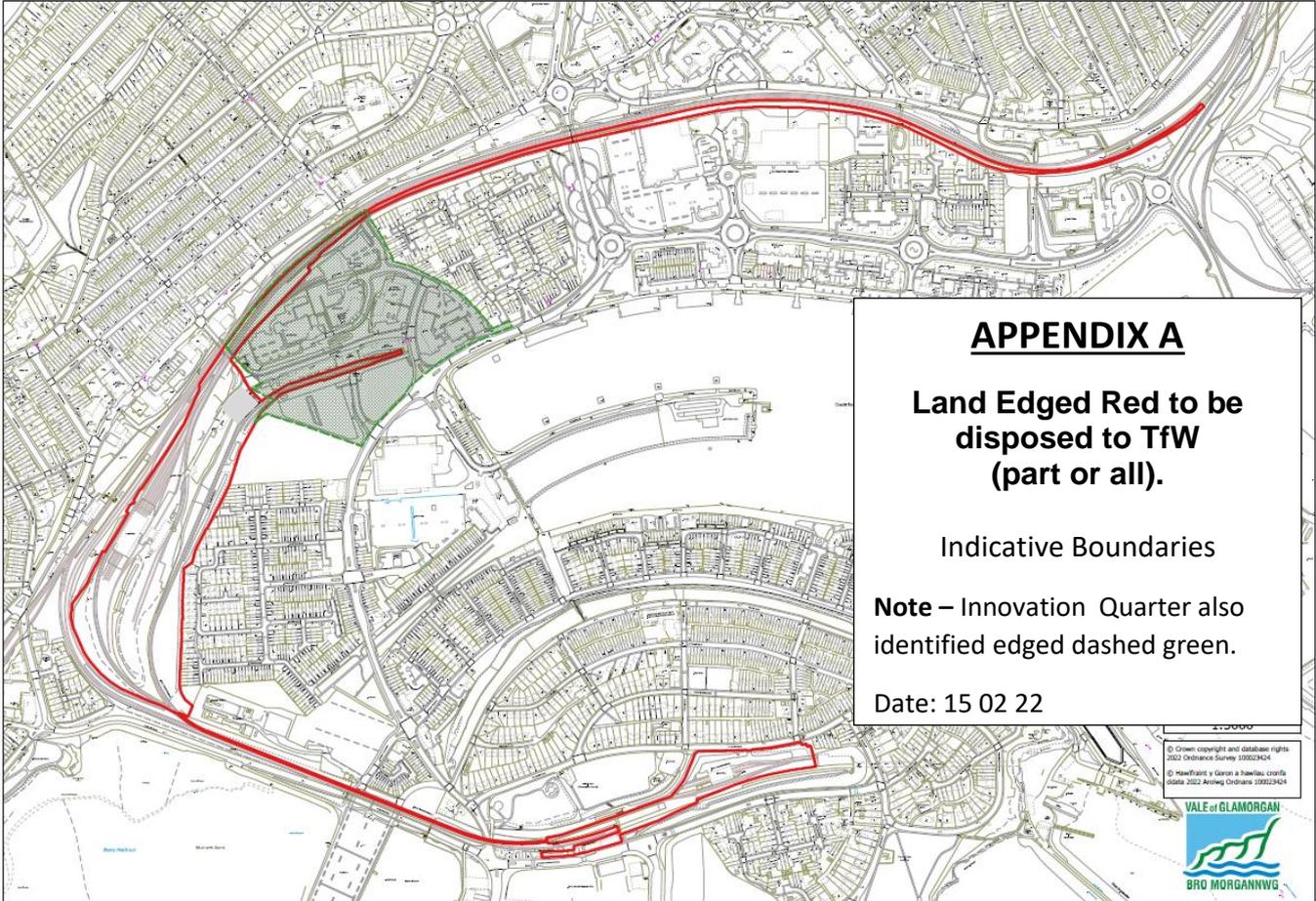
- 4.3** The Vale of Glamorgan Council owns the freehold interest in the land indicatively edged red in Appendix A.
- 4.4** Under section 123 of the Local Government Act, the Council may dispose of land or property held by it in any manner it wishes. However, the Council has a

statutory and fiduciary duty pursuant to section 123 to secure the best consideration possible for any property disposal.

- 4.5** The land edged red was purchased by the Council with funding from the Welsh Development Agency/Welsh Government. Consent is therefore required from Welsh Government for the land disposal.
- 4.6** Part of the land edged red is within the Innovation Quarter, which is the subject of a legal joint venture between the Vale of Glamorgan Council and the Welsh Government.

5. Background Papers

None.



APPENDIX A

Land Edged Red to be disposed to TfW (part or all).

Indicative Boundaries

Note – Innovation Quarter also identified edged dashed green.

Date: 15 02 22

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Westall, Paula

Subject: FW: Cllr Ian Johnson Response Re: Local Ward Member Consultation - Part 1 Cabinet Reports (Proposed Disposal of Barry Railway Depot and Nearby Railway Land to Transport for Wales (TfW)) 28 02 22

From: Johnson, Ian (Cllr) <ijohnson@valeofglamorgan.gov.uk>
Sent: 21 February 2022 18:40
To: White, Mark <MWhite@valeofglamorgan.gov.uk>
Subject: RE: Local Ward Member Consultation - Part 1 and Part II Cabinet Reports (Proposed Disposal of Barry Railway Depot and Nearby Railway Land to Transport for Wales (TfW)) 28 02 22

Dear Mark

Comments as follows:

“This is an interesting proposal which I hope will bring improved railway infrastructure and investment to the Barry area. In practical terms, I hope that this will lead to the removal of the carriages which have often been left for months on end on the track to the rear of the original Waterfront estate and have a negative impact upon the local surroundings. I also hope that there will not be a significant increase in noise impacting local residents as a result of this, particularly during anti-social hours. I would welcome assurances to this end.

Cllr Ian Johnson, Buttrills Ward”

Best wishes

Cllr Ian Johnson
07738 182867

From: White, Mark <MWhite@valeofglamorgan.gov.uk>
Sent: 15 February 2022 09:57
To: Hodges, Nic P (Cllr) <NPHodges@valeofglamorgan.gov.uk>; Wiliam, Steffan T (Cllr) <STWiliam@valeofglamorgan.gov.uk>; Griffiths, Owen (Cllr) <ogriffiths@valeofglamorgan.gov.uk>; Johnson, Ian (Cllr) <ijohnson@valeofglamorgan.gov.uk>; Collins, Amelia M (Cllr) <amcollins@valeofglamorgan.gov.uk>; Drake, Pamela (Cllr) <PDrake@valeofglamorgan.gov.uk>
Cc: Goldsworthy, Marcus J <MJGoldsworthy@valeofglamorgan.gov.uk>; Swindell, Matthew L <mIswindell@valeofglamorgan.gov.uk>
Subject: Local Ward Member Consultation - Part 1 and Part II Cabinet Reports (Proposed Disposal of Barry Railway Depot and Nearby Railway Land to Transport for Wales (TfW)) 28 02 22

FAO Local Ward Member Consultation (Baruc, Buttrills and Castleland)

Dear Councillors,

I attach summaries of two reports (and an appendix, which will be appended to each report) proposed for submission to the *Cabinet Meeting of 28th February* under the Urgency Procedure. Both reports are titled: “**Proposed Disposal of Barry Railway Depot and Nearby Railway Land to Transport for Wales (TfW)**”, one is a Part 1 report and the other a Part II report.

If you have any comments please forward them to me by return of email.

Regards,

Mark

Mark White
Major Project Manager / Rheolydd Prosiectau o Bwys
Regeneration and Planning / Adfywio a Chynllunio
Vale of Glamorgan Council / Cyngor Bro Morgannwg
tel / ffôn: 01446 704698
mob / sym: 07912293050
e-mail / e-bost: MWhite@valeofglamorgan.gov.uk

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Correspondence is welcomed in Welsh or English / Croesewir Gohebiaeth yn y Gymraeg neu yn Saesneg.