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**Report to:** Place, Regeneration and Housing Committee

**Date:** 8 March 2022

**Subject:** **Capital Spending and Project Approvals**

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## **1 Purpose of this report**

- 1.1 To report on proposals for the progression of, and funding for, a number of West Yorkshire Combined Authority supported projects that have been considered at stages 1, 2 and 3 of the Combined Authority's assurance process.
- 1.2 The Place, Regeneration and Housing Committee has delegated decision making authority approved by the Combined Authority on 24 June 2021. Where the Finance, Resources and Corporate Committee is asked to make an approval decision this will be highlighted in the summary table and made clear in the recommendations.
- 1.3 The recommendations can be found in Section 13 of this report.

## **2 Impact of COVID-19**

- 2.1 With the impact of COVID-19 on the region and its economy, it is more important than ever to assess the changes to the landscapes of our towns and cities and the impact on current and future planned schemes, particularly, but not exclusively, those relating to transport.
- 2.2 Although it is generally expected that in the medium and long-term behaviours will return to the pre COVID-19 position, the impact of COVID-19 in relation to travel behaviour into and around towns and cities will be assessed as part of scheme appraisal and any assumptions made to address issues identified prior to the pandemic will be re-tested.

## **3 Tackling the Climate Emergency Implications**

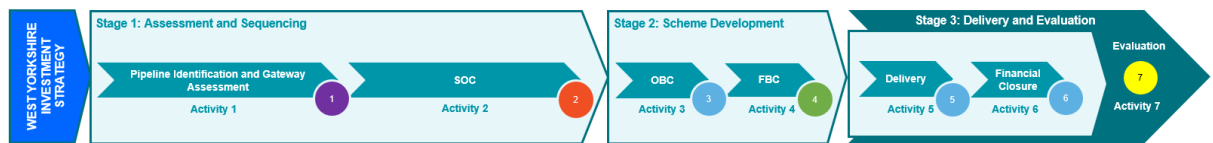
- 3.1 The Combined Authority has taken action to ensure all decisions we make include Climate Emergency considerations. The Combined Authority:

- Has strengthened how clean growth and climate change impacts are considered as part of all schemes that come through the Combined Authority's Assurance Framework.
  - Requires LEP and the Combined Authority reports to include clean growth / tackling the Climate Emergency implications, including qualitative impact assessments.
- 3.2 To fully strengthen decision making across the whole of the Combined Authority's Assurance Framework a robust, quantifiable methodology and tool for assessing all new schemes predicted carbon emissions/wider clean growth impacts is being developed.
- 3.3 Work to complete the toolkit methodology is now complete and the toolkit and its guidance are being implemented into the Assurance Framework. The draft assessments of a selection of existing capital schemes progressing through the assurance process are being discussed with relevant scheme sponsors ahead of the publication of this part of the project by July 2022. This phased approach to the publication of the key components of the Carbon Impact Assessment project recognises the delays due to difficulties encountered carrying out carbon impact assessments on an initial subset of schemes. This has allowed the consultants to take these challenges into account in making improvements to the methodology. The work also involves the development of training and support material to ensure carbon assessment is properly embedded in the assurance process.
- 3.4 Clean growth, including climate change, impact assessment / considerations are all now included in all Capital Spending and Project Approvals reports. This ensures that the business cases now reflect the Leeds City Region Climate Emergency priority and evidence that they will reduce carbon emissions (both directly and indirectly).

#### **4 Report**

- 4.1 This report presents proposals for the progression of schemes through the Combined Authority's assurance process in line with the Combined Authority's Assurance Framework. These schemes have a funding value of £168,322,917 when fully approved, of which £47,192,301 will be funded by the Combined Authority. A total expenditure recommendation to the value of £3,837,268 is sought as part of this report for the development and delivery of these schemes. Further details on the schemes summarised below can be found as part of this report.
- 4.2 The assurance process is a three-stage approach with the requirement that all projects subject to minor exceptions as detailed in the Assurance Framework, will as a minimum, need to formally pass decision point 2 (strategic outline case) and 4 (full business case), with the requirement to meet the intervening activities deemed on a project-by-project basis.

- 4.3 For more detail on the Combined Authority’s Assurance Framework through which each of the schemes outlined in this report are being approved is provided in **Appendix 1**.



### Stage 1: Assessment and Sequencing

- 4.4 Programmes / schemes will start to be developed through an ongoing dialogue with the Region’s businesses, third sector and public organisations, in line with the WYIS. Schemes will access funding through either a commissioning process or through open calls. Programmes / schemes will be assessed through a Strategic Assessment (an early-stage gateway check and challenge review) to determine if they are eligible to proceed (Decision Point 1).
- 4.5 If approved the scheme will progress to strategic outline case (SOC), where schemes will be expected to demonstrate a strategic fit in terms of project outcomes and set out their proposed approach to establishing value for money (VfM). At this stage, a long list of options will be considered with a shortlist being presented in the SOC. Consultation at this stage will be limited, but will be a key to the next activity, outline business case (OBC) in Stage 2. At this stage, funding may be sought to enable work to progress on the OBC. Schemes will also be required to submit an Appraisal Specification Report (ASR). It is at the end of this stage where the Combined Authority approve the indicative funding, approval pathway and route and tolerance levels (Decision Point 2).

### Stage 2: Scheme Development

- 4.6 If approved the scheme will progress to outline business case (OBC) unless the approval pathway set at decision point 2 does not require this. The OBC should revisit the options identified within the SOC to identify the option which optimises public value, confirm the affordability of the scheme, and put in place the arrangements to ensure successful delivery. The OBC should be prepared in accordance with the Green Book five-case model and should include a draft Monitoring and Evaluation Plan and a Benefit Realisation Plan. The economic case must be developed in consistency with the agreed ASR. Guidance will be provided to scheme promoters around the level of detail to be submitted at this stage with regards to proportionality of the business case. The scheme will be presented for approval by the decision-maker (Decision Point 3) as set out in the approval pathway and route approved at Decision Point 2.
- 4.7 If approved the scheme will progress to full business case (FBC) which will confirm the contractual arrangements for the preferred option. Affordability of the scheme is reiterated, and the scheme puts in place the final arrangements for delivery and monitoring and evaluation of the scheme. A Monitoring and Evaluation Plan and a Benefit Realisation Plan are mandatory products at this

stage. The FBC should also be prepared in accordance with the five-case model and any conditions set at OBC should be resolved. The economic case must be developed in consistency with the agreed ASR. The scheme will be presented for approval by the decision-maker (decision point 4) as set out in the approval pathway and route approved at decision point 2.

- 4.8 The FBC approval will be granted with a condition that the scheme remains within set conditions. Where this condition has been met Approval to Proceed into Delivery (Activity 5) will be granted by the Managing Director (or by an officer under sub-delegated authority from the Managing Director). If the condition(s) is not met, the project will be required to re-submit the FBC.

### Stage 3: Delivery and Evaluation

- 4.9 Once a scheme gains FBC approval and the conditions set have been met, the scheme can progress into Activity 5 (Delivery).
- 4.10 Upon scheme completion, a Delivery Closure Report is required that details how the scheme has performed. This includes whether delivery has remained within the timeframes specified within the business case, has achieved the objectives of the scheme and associated outputs, documents what has been delivered and highlights the overall costs. The Delivery Closure Report will be presented for approval by the decision-maker (Decision Point 5) as set out in the approval pathway and route approved at Decision Point 2.
- 4.11 Following completion of Activity 6, the scheme will be required to submit a Financial Closure Report (Activity 6). The Financial Closure Report confirms the final costs for the scheme, ensuring all payments have been completed. The Financial Closure Report will be presented for approval by the decision-maker (Decision Point 6) as set out in the approval pathway and route approved at Decision Point 2.
- 4.12 The purpose of the Delivery and Financial Closure Reports is to assess the success of the scheme, identify best practice for future schemes, resolve all open issues and to capture feedback and lessons learnt to inform the development and delivery of future schemes.
- 4.13 Activity 7 (Evaluation) will be managed by the Combined Authority's Research & Intelligence team. This is a reporting point as opposed to the previous decision points in the process and will be undertaken when the scheme is completed for an evaluation of the benefits, outcomes and economic impact compared to the overall objectives set out in the SOC. Insights and learning intelligence from evaluation will also be fed back into policy and strategy in order to inform the design and development of future schemes. Interim evaluations may also be undertaken as required as set out in the Monitoring and Evaluation Plan.

### **Value for Money - Benefit Cost Ratios**

- 4.14 The Benefit to Cost Ratio (BCR) for some of the schemes in this report potentially represent low value for money, when assessed using the

Department for Transport's Transport Appraisal Guidance TAG on the appraisal of transport schemes.

- 4.15 This is because whilst calculating benefits to costs of a transport scheme there are many more journeys made by car than are made by bus, cycling, and walking and as a consequence the monetised benefits arising from improvements to bus, cycling and walking journeys may be outweighed by the monetised dis-benefits to car users.
- 4.16 However, a key strategic objective of investment is to encourage modal switch to more sustainable modes and therefore whilst the 'core' BCR (i.e. following Green Book guidance on total impact on the society as a whole) for some schemes may be low, discounting the dis-benefits to car users from the appraisal will result in a higher BCR and where possible this 'range of BCR' will be presented to support decision making. This is in line with HM Treasury guidance where appraisal should take account of all five cases (strategic, commercial, economic, financial and management) and the economic case be balanced with these.
- 4.17 Her Majesty's Treasury (HMT) have now completed the review of the Green Book. The Green Book is guidance issued by HM Treasury on how to appraise policies, programmes, and projects. This review has endorsed the Combined Authority's approach by clarifying that overall Value for Money judgement should not depend solely on the BCR but be informed by a balanced consideration of all relevant evidence, that is, appraisal should take account of all five cases (strategic, commercial, economic, financial and management) and the economic case be balanced with these.
- 4.18 In particular, HMT have clarified further that in assessing value for money, a stronger emphasis can now be placed on the strategic case and how the strategic objectives and priorities of the Combined Authority will be met through the delivery of a project. This might for example include, but not limited to, a greater focus on regional impacts to help deliver Levelling Up, ensuring transformational projects are given due consideration, supporting the climate change and good growth agenda (the Combined Authority aims to achieve net-zero by 2038), supporting an increase in active mode and public transport use, supporting / accelerating housing development and allowing a greater emphasis on the requirement to carry out equalities analysis as required by the Public Sector Equalities Duty. The specific approach will be determined on a programme-by-programme basis as funding and investment streams come forward.

#### **Brownfield Housing Fund programme (BHF)**

- 4.19 The Brownfield Housing Fund programme received strategic outline case (decision point 2) approval by the Combined Authority in September 2020. Each scheme will now progress through the Assurance Process individually, for approval at outline or full business case. A proposed pipeline of schemes, subject to the assurance process, was presented to the Combined Authority in July 2021 following engagement with partner councils and the private sector. The BHF schemes outlined in this report, are part of that pipeline of projects.

- 4.20 The schemes will be funded by the Government's Brownfield Housing Fund (BHF). This is a £66,779,000 fund covering West Yorkshire. The BHF programme will create more homes in the region by bringing forward more brownfield land into development through targeted investment in activities such as making former industrial land safe.
- 4.21 The programme will contribute to the Government's 'levelling up' agenda to re-balance the UK economy, targeting funding to help ease the viability issues that brownfield projects face. Brownfield redevelopment ensures that contaminated land is cleaned up and restored, bringing sites which are often underutilised, or derelict back into wider use for local communities, improving the quality of the environment and removing threats to health and safety.
- 4.22 One of the high-level objectives of the Brownfield Housing Fund as set by the Government is that all projects must represent good value for money and be Green Book compliant with a benefit cost ratio of at least 1. The Combined Authority will strive for a BCR higher than this for projects that come through the programme, and it will also be important to take account of the wider social, economic, and environmental benefits in appraisal of the programme and prioritise projects with the highest additionality.
- 4.23 Schemes also need to demonstrate market failure (i.e. that without public sector funding the scheme could not progress) and the construction of homes to have started on site by 31 March 2025 when the funding stream will come to an end.
- 4.24 Due to the emphasis on Clean and Inclusive Growth criteria in the project selection process, the Brownfield Housing Fund schemes seeking approval in this report will help positively contribute to the Mayor of West Yorkshire's pledge to build 5,000 sustainable homes including council houses and affordable homes.
- 4.25 On its own, BHF will only take the ambition to a certain stage, but BHF is expected to contribute as follows:
- All sites are on brownfield land and the target is to deliver a minimum of 4500 start on sites by March 2025. Brownfield redevelopment ensures that contaminated land is cleaned up and restored, bringing sites which are often underutilised, or derelict back into wider use for local communities, improving the quality of the environment and removing threats to health and safety.
  - The current pipeline of projects being considered in the programme offers the ability to work with a range of housing providers, including Registered Providers, the public and the private sector, and also the potential to co-invest with Homes England on major regeneration initiatives.
  - A number of projects support the Combined Authority's ambitions for sustainable development through promotion of low carbon homes,

Modern Methods of Construction, early adoption of the Future Homes Standard and opportunities for Passivhaus<sup>1</sup> development.

- The nature of brownfield sites means that the majority are in more sustainable locations, e.g. close to local public transport hubs, reducing reliance on car ownership and usage, and providing closer access to employment and educational centres and opportunities. The current pipeline of projects also includes opportunities for refurbishment of a small number of heritage buildings, bringing new purpose to important buildings of local identity.

4.26 Due to the commercial nature of these projects some of the details of the schemes are outlined in the exempt **Appendix 8**.

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<sup>1</sup> A voluntary standard for energy efficiency in a building, which reduces the building's ecological footprint. It results in ultra-low energy buildings that require little energy for space heating or cooling.

**Scheme Summaries**

<p><b>TCF Dewsbury Bus Station</b> Dewsbury</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme will deliver a transformational, comprehensive refurbishment of Dewsbury Bus Station making it a modern, fit for purpose facility that is safer and more accessible and will support wider regeneration in the town centre. The scheme has been developed in response to a range of challenges associated with people not feeling safe using the bus station because of anti-social behaviour, poor walking and cycling access to the bus station, and access to the facilities inside, road safety, a poor waiting environment and a lack of quality services.</p> <p>The scheme will install new seating, lighting, flooring and an information point in the concourse and new signs to help people navigate in and around the bus station. New real time information boards will also be installed providing passengers with live bus and rail information. The currently unoccupied retail units will be reconfigured to make them more attractive to prospective tenants. The scheme will also include a new roof with solar panels, cycle parking facilities, a Changing Places facility with fully accessible toilets with generous space and equipment, and improvements to staff areas including an accessible toilet and shower facility.</p> <p>Safety and security for passengers will be improved through improvements to CCTV and lighting, which will help to deter anti-social behaviour and crime.</p> <p>Outside the bus station there will be additional bus layover bays, carriageway resurfacing, improvements to make it easier and safer to walk around the bus station area, and new landscaping and planting to make the area greener and more attractive.</p> <p>The scheme will be funded by Transforming Cities Fund (TCF) and Carbon Mitigation Fund.</p> <p><b><u>Impact</u></b></p> <p>This scheme will improve accessibility for people with disabilities, reduce crime and anti-social behaviour, and make passengers feel safer and will, in conjunction with other bus related schemes in Dewsbury, make bus travel more attractive and accessible, encouraging more people to use public transport rather than cars helping to reduce local emissions.</p> <p>This scheme has a benefit cost ratio of 0.8:1 representing 'Poor' value for money. However, this type of scheme provides numerous non-quantifiable benefits associated with a transformational refurbishment of a bus station and expected increases in public transport usage.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case).</p> <p>Total value of the scheme - £14,337,600</p> <p>Total value of Combined Authority funding - £14,337,600</p> <p>Funding recommendation sought - £0</p> <p>A decision by the Place, Regeneration and Housing Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
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<p><b>York Station Gateway</b></p> <p>York</p>	<p><b><u>Scheme description</u></b></p> <p>The York Station Gateway scheme will reorganise how vehicles and people travelling on foot or by bike access and move around York Rail Station, creating a more efficient interchange. The scheme will also create attractive public spaces in the area between the medieval City Wall and Grade II Listed station building.</p> <p>The scheme will take down the existing Queen Street bridge and reconstruct the York Inner Ring Road in front of the station. This will create additional space and improve accessibility around the main entrance to the station. Existing bus stops will be relocated, the short stay car parking and drop off points will be reorganised to provide safer and less congested facilities and to reduce conflicts with pedestrians, giving them unhindered access to the city centre. The scheme will also create high-quality public spaces in three areas (The Arches, Station Square and Tea Room Square) and will remove vehicles from the Portico to allow redevelopment and improve air quality.</p> <p>This change request is seeking approval:</p> <ul style="list-style-type: none"> <li>• To reallocate £2,684,000 of development costs, already approved, from the West Yorkshire Plus Transport Fund (WY+TF) to the Transforming Cities Fund (TCF)</li> <li>• For additional development costs of £1,050,000 from the Transforming Cities Fund</li> <li>• To extend delivery timeframes from February 2023 to August 2024 with the TCF funded element being complete by end of March 2023.</li> </ul> <p><b><u>Impact</u></b></p> <p>The scheme will create a well-connected and efficient transport network which promotes sustainable travel and improves public spaces, creating an attractive arrival and departure gateway to the city.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to the change request to the York Station Gateway scheme for development costs of £1,050,000, to extend the scheme delivery timescales to August 2024 and to reallocate the already approved development costs of £2,684,000 from the WY + TF to TCF.</p> <p>Total value of the scheme - £26,379,433</p> <p>Total value of Combined Authority funding - £26,379,433</p> <p>Funding recommendation sought - £1,050,000</p> <p>A decision by the Place, Regeneration and Housing Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
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<p><b>BHF Leeds East</b></p> <p>Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme will remediate 3.6 hectares of brownfield land into developable land and deliver 146 housing units which are 100% affordable addressing a market shortage, especially in the East Leeds area.</p> <p>The scheme will be funded from the Brownfield Housing Fund.</p> <p><b><u>Impact</u></b></p> <p>The scheme will provide 100% affordable homes through social renting to address the local market demand.</p> <p>This scheme will deliver energy efficient homes that aim to be above building regulations providing carbon savings by ensuring new homes are rated Energy Performance Certificate B as a minimum.</p> <p>The scheme will also provide 0.98 hectares of new public outdoor space and an additional 500 metres of pedestrian links to promote walking.</p> <p>The benefit cost ratio for this scheme is expected to be 1:7 representing high value for money.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 3 (OBC) and work commences on activity 4 (FBC).</p> <p>Details of the costs and funding approval are outlined in the exempt <b>Appendix 8</b> as these are commercially sensitive.</p> <p>A decision by the Place, Regeneration and Housing Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
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<p><b>BHF Burmantofts</b></p> <p>Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme will deliver 296 new homes on brownfield land in Leeds, which will be available on a 20% affordable basis.</p> <p>The scheme will be funded from the Brownfield Housing Fund.</p> <p><b><u>Impact</u></b></p> <p>The scheme is providing new homes comprised of 20% affordable rent.</p> <p>The development includes provisions for electric vehicle charging points and bike storage, and sustainable methods of construction are planned to be used as well as renewable technologies.</p> <p>The benefit cost ratio is calculated as 4.1:1 representing very high value for money.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case).</p> <p>Details of the costs and funding approval are outlined in the exempt <b>Appendix 8</b> as these are commercially sensitive.</p> <p>A decision by the Place, Regeneration and Housing Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
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<p><b>BHF Wheatley</b> Calderdale</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme will deliver 30 new homes on brownfield land in Halifax, 4 of which will be affordable housing.</p> <p>The scheme will be funded from the Brownfield Housing Fund.</p> <p><b><u>Impact</u></b></p> <p>This scheme will remediate 0.9 hectares of brownfield land and deliver 30 three bedroomed homes. The development includes the installation of solar panels along with air source heat pumps to the 4 affordable homes.</p> <p>A carbon impact assessment has been undertaken which shows a predicted carbon emission reduction of 2,786kg of carbon dioxide a year compared to a Part L Building Regulations scheme. The scheme has also been designed to reduce heating and cooling demands by 2.56%.</p> <p>This scheme has a benefit cost ratio of 1.8:1 representing good value for money.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (delivery).</p> <p>Details of the costs and funding approval are outlined in the exempt <b>Appendix 8</b> as these are commercially sensitive.</p> <p>A decision by the Place, Regeneration and Housing Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
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<p><b>BHF Bingley</b></p> <p>Bradford</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme will deliver 93 new homes on brownfield land in Bradford district, which will be available on a 75% affordable basis.</p> <p>The scheme will be funded from the Brownfield Housing Fund.</p> <p><b><u>Impact</u></b></p> <p>The scheme is providing new homes comprised of 50% affordable rent, 25% shared ownership and 25% market sales.</p> <p>The development includes provisions for electric vehicle charging points, bike storage and sustainable methods of construction are planned to be used as well as renewable technologies.</p> <p>The scheme has a benefit cost ratio (BCR) of 1.19:1 representing low value for money. Brownfield Housing schemes are required to have a minimum BCR of 1 and the scheme will bring wider benefits to the area.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (delivery).</p> <p>Details of the costs and funding approval are outlined in the exempt <b>Appendix 8</b> as these are commercially sensitive.</p> <p>A decision by the Place, Regeneration and Housing Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
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<p><b>BHF South Bradford</b> Bradford</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme will deliver 108 new homes on brownfield land in Bradford, which will all be available on an affordable basis.</p> <p>The scheme will be funded from the Brownfield Housing Fund.</p> <p><b><u>Impact</u></b></p> <p>The scheme is providing 100% affordable homes; 50% will be affordable rent, 28.7% will be shared ownership and 21.3% will be rent to buy.</p> <p>The development includes provisions for electric vehicle charging points and bike storage, and sustainable methods of construction are planned to be used as well as renewable technologies.</p> <p>The scheme has a benefit cost ratio (BCR) of 1:1 representing low value for money. Brownfield Housing schemes are required to have a minimum BCR of 1 and the scheme will bring wider benefits to the area.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (delivery).</p> <p>Details of the costs and funding approval are outlined in the exempt <b>Appendix 8</b> as these are commercially sensitive.</p> <p>A decision by the Place, Regeneration and Housing Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
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### **Decisions relevant to this thematic committee made through other delegations**

4.27 Since the Place, Regeneration and Housing Committee's last meeting on 7 February 2021, no decision points or change requests have been assessed in line with the Combined Authority's assurance process and approved through another agreed delegation.

## **5 Information**

5.1 The Combined Authority's assurance framework requires that formal approval is given to the following elements of a scheme as part of its development:

- The progression of a scheme through a decision point to the next activity.
- Indicative or full approval to the total value of the scheme funding requested.
- The Combined Authority's entry into a funding agreement with the scheme's promoter.
- The assurance pathway and approval route for future decision points.
- The scheme's approval tolerances.

- 5.2 This report provides information required to enable the Combined Authority to approve each of the above elements.

**Projects in Stage 1: Assessment and Sequencing**

- 5.3 There are no schemes to review at this stage.

## Projects in Stage 2: Development

<b>Project Title</b>	<b>TCF Dewsbury Bus Station</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	3 (outline business case)

Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:		
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

### Background

- 5.4 The West Yorkshire Combined Authority received £317,000,000 from the Department for Transport (DfT) Transforming Cities Fund (TCF) aimed at driving up productivity through investments in public and sustainable transport infrastructure in the Leeds City Region. The scheme originally formed part of TCF's 'Package 28' (Active and Sustainable Travel in Dewsbury) when the strategic outline case (SOC) was submitted in June 2020. It has since been taken forward by the Combined Authority as a standalone TCF scheme, separating it from the related highways improvements, which are being progressed by Kirklees Council as a separate scheme along with other Dewsbury Town Centre improvements.
- 5.5 Dewsbury is identified as being within the 10% most deprived areas in England. Dewsbury Town Centre has experienced significant decline in retail and commercial prospects with 50% reduction in footfall between 1999 and 2019. There has been recent investment in the town centre such as the refurbishment of both the Dewsbury Arcade and Pioneer House, which is being used by Kirklees College. Further investment is planned through Towns Fund, which will complement the investment in and around the bus station.
- 5.6 Transport can play a role in helping to tackle inequalities and deprivation as transport and connectivity affect access to employment, healthcare, education, recreation, and social network. Transformation of the bus station along with wider improvements by Kirklees Council, will help to regenerate the area and reduce inequalities.
- 5.7 The scheme is part of a wider package of improvements in and around Dewsbury, being delivered by Kirklees Council, to improve the transport offer. Bus priority and cycling and walking improvements within Dewsbury Town



Centre will improve connectivity to the bus and rail stations and a range of improvements along the key corridors into the town, including the A638 and A652, will also be delivered to speed up bus journeys and make cycling and walking into the town a safer and more attractive option.

- 5.8 The scheme forms a key part of delivering the Dewsbury Blueprint and regeneration ambitions of the Dewsbury Town Board. The Combined Authority is working in partnership with Kirklees Council and consulting with the relevant boards and business owners to ensure the scheme continues to contribute to the wider benefits for the town.
- 5.9 Dewsbury Bus Station is used by approximately 20,000 people daily and is close to the town's retail and employment areas. The scheme will fully refurbish and upgrade the bus station making it safer and more accessible. The scheme has been developed in response to a range of challenges associated with people not feeling safe using the bus station because of anti-social behaviour, poor access to the bus station and to the facilities inside, road safety and a lack of quality services.
- 5.10 The scheme will create a more welcoming and attractive bus station, which people can easily access and feel safe using, has better facilities and the potential to attract more visitors to the town. This will lead to economic growth in the town centre, by attracting businesses, and making it easier for people to access training and educational opportunities in Dewsbury and Kirklees. Additionally, the completed project will foster a greater sense of community through developing a sense of pride for the town.
- 5.11 The scheme's scope has changed from the proposal identified in the strategic outline case. Extensive consultation with the public and key political stakeholders has identified that due to a significant lack of investment in Dewsbury town centre over a sustained period a transformational refurbishment is required that will enhance the bus station and addresses the current challenges. The scope is as follows:
- Comprehensive refurbishment and upgrading of the bus station building including new glass walls, cladding and roof including parapet to improve and modernise the look and feel of the building and provide a safer, better lit facility
  - New glazed atrium roof to the corridor between the pedestrian entrances at South Street and Aldams Road
  - Glazed canopy at the western pedestrian entrance
  - Improved layout and refurbishment of retail unit shells
  - Replacement of flooring, ceiling, seating, queuing arrangements, lighting, doors, bins on the bus station concourse
  - New real time information boards, displaying live bus and rail journey information for passengers
  - Improved signs and information to help people navigate in and around the bus station

- Changing places facility, with fully accessible toilets and generous space and equipment
- A newly created 'contemplation' and/or quiet room
- Changes to staff accommodation including an accessible staff shower and toilet room
- A new information point on the bus station concourse
- Improvements to the outside of the bus station including, the removal of a coach stand no longer in use, new bus layover bays, safety improvements to walking and crossing facilities, landscaping, and planting to make the area greener and more attractive
- Cycle parking facilities
- Energy saving improvements including solar panels and an air source heat pump.

5.12 This scheme aligns to the following Strategic Economic Framework priorities:

- **Boosting Productivity:** This scheme makes improvements to public transport supporting regeneration and business growth within the town centre
- **Enabling Inclusive Growth:** Bus travel will become a more attractive, and accessible offer for people thereby increasing the number of people using sustainable transport
- **Tackling the Climate Emergency:** Increases in public transport use will reduce fuel consumption and emissions from private vehicles. The scheme also includes cycling parking, solar panels, and an air source heat pump
- **Delivering 21st Century Transport:** This scheme is designed to deliver transformational change in the standard of passenger facilities and waiting environment to support modal shift to public transport.

5.13 Transformation of the bus station aligns to the West Yorkshire Mayor's priorities in making buses the first choice for travel as a sustainable, convenient, mode of travel which is better for the environment. This scheme also contributes towards addressing the Mayor's pledge for improvements for women and girls' safety and reversing the decline in bus use by redesigning the bus station facilities and waiting environment, creating a more secure and inviting atmosphere.

5.14 The current bus station needs significant investment, with many of the existing facilities no longer fit for purpose and not up to the standard expected of a 21<sup>st</sup> Century transport system. It is expected that without this investment the facilities will continue to decline, posing a future health and safety and maintenance liability to the Combined Authority's revenue budget (therefore not providing value for money to the taxpayer). Should the facility be allowed to decline further, there is expected to be a continuation of declining usage of the bus station due to increasingly poor facilities. A transformed facility will

help halt this cycle of decline by attracting passengers and contributing to bus travel growth targets.

- 5.15 A summary of the scheme's business case and location map is included in **Appendix 2**.

### **Tackling the Climate Emergency Implications**

- 5.16 This scheme will comprehensively refurbish Dewsbury Bus Station, making travel by public transport more attractive and promoting bus as a viable and convenient travel alternative. This will encourage people to use public transport rather than cars for local trips and travel outside of Kirklees, reducing carbon emissions on the transport network.
- 5.17 This scheme will also install solar panels on the bus station roof and an air source heat pump, which will reduce carbon. The exact specification and design of these features are to be finalised in the next stage; detailed design. These features will be funded by the carbon mitigation fund.
- 5.18 A carbon impact assessment has been undertaken showing an estimated reduction of 4,690 tonnes of carbon dioxide emissions over the lifetime of the scheme (60 years).

### **Outputs, Benefits, and Inclusive Growth Implications**

- 5.19 The scheme outputs and benefits include:
- A 50% uplift in customer satisfaction after one year, as a result of improving the bus station's passenger facilities.
  - A 10% increase in people using the bus station within five years of opening
  - A 30% reduction in antisocial behaviour and reported near-miss accidents by 2028 as a result of safety and security improvements
  - Increase the occupancy of the bus station's retail units, to increase revenue, in the five years following completion
  - Make the bus station an energy efficient facility with a 20% reduction in operational carbon emissions contributing towards the Leeds City Region's new carbon neutral target by 2038

### **Equality and Diversity Implications**

- 5.20 An Equality Impact Assessment screening has been completed. This scheme will have an overall positive impact as there will be significant accessibility improvements for people with disabilities, such as a new Changing Places facility and improved wayfinding and signage. It will also make it easier for people to walk and cycle to the bus station, along with improving bus rail interchange through new bus and rail real-time information.
- 5.21 The scheme will provide security features, such as improved CCTV and lighting, which will help to reduce crime and antisocial behaviour and make people using the bus station feel safer.

- 5.22 A new contemplation/quiet room is proposed which could, for example, be used as a private 'safe space' for those who may require it, or those seeking a space for religious practice. The details around the function and final name of this room will need to be carefully considered by the Combined Authority's facilities and assets team, including how to ensure the facility is not abused and associated with anti-social behaviour.
- 5.23 The Equality Impact Assessment will continue to be developed during the detailed design as part of the FBC development, ensuring the final design meets the needs of all bus station users. Part of this is to consult with stakeholder groups and representatives, including West Yorkshire Police for design of security features, for example, the placement of CCTV cameras, a continuation of engaging with specific groups covering areas such as accessibility and inclusivity, as well as targeting seldom heard and hard to reach groups.

### **Risks**

- 5.24 The scheme risks include:

- Delays to scheme development due to multiple agencies being involved in the design and delivery of the scheme. This will be mitigated through one single business case and project owner (the Combined Authority) to oversee and manage the project along with engaging with contractors early to raise awareness of the scheme
- Unexpected cost increases as a result of low-cost estimates previously, rising inflation, Brexit, and COVID-19. This will be mitigated by including appropriate levels of risk, contingency, and inflation within the scheme's budget, which will be reviewed regularly with the strategic development partner. Detailed survey information will be obtained as soon as possible, along with market testing through engagement with the design and build contractor for availability and latest prices of materials
- Travel disruption, caused by a range of construction activities taking place at the same time and temporary bus stops within the vicinity of the bus station. Mitigated by the project team working in partnership with Kirklees Council to plan the delivery of interfacing schemes to ensure alignment of works and using knowledge of temporary bus stop arrangements on recent schemes
- Insufficient capacity within the construction industry which may lead to delays. This will be mitigated with a scheme level procurement strategy to reflect the current conditions and continued contractor engagement to better understand them
- The scope of works may extend the programme. This will be mitigated by analysing survey results and completing phasing plans for construction.
- These risks have been appraised through a quantified risk assessment and cost allowances have been budgeted for them.

### **Costs**

- 5.25 The total scheme costs are £14,337,600.

- 5.26 At strategic outline case (SOC), the scheme was allocated £8,000,000 from TCF, so there has been a £6,337,600 increase between the SOC and OBC submissions, which can be explained by economic and political factors outside of the scheme's control, as well as by ensuring the scheme is truly transformational, meets stakeholder objectives, and applies lessons learned from similar recent schemes. The £6,337,600 includes £417,600 for Combined Authority programme management costs associated with delivering the scheme.
- 5.27 The scheme will be funded by £14,216,500 from TCF and £121,100 from the Carbon Mitigation Fund.
- 5.28 The increased scheme costs include allowances for increasing labour and material costs associated with COVID-19 and Brexit, taking into account lessons being learned on similar bus station schemes currently under construction. An inflation figure of 8.4% has been applied reflecting expected rises over the project's life. The cost plan has been prepared by a quantity surveyor and examined through early contractor engagement to ensure they are robust and reflective of actual market conditions.
- 5.29 The OBC explored three scheme options at increasing levels of cost, but through consultation with the public and political stakeholders, it emerged that only the highest cost, transformational option would meet their requirements. The same is true of meeting all TCF and Kirklees Council objectives, Combined Authority policy targets, and the requirements of the Facilities & Assets team who are responsible for the facility. The original scheme budget did not include fees to carry out a bus disruption plan, which will need to be sufficiently funded to deliver during construction which is a lesson learned on the redevelopment of Halifax Bus Station currently being delivered.
- 5.30 Scheme costs will continue to be examined during the FBC development to identify opportunities to make savings, for example achieving economies of scale. However, any attempt to bring costs down, such as 'value engineering,' must be treated with caution, as it could impact meeting the key objectives of the scheme. For example, any compromise on improving safety and security would not be acceptable to the large numbers of consultees who have told us about not feeling safe at the current bus station.
- 5.31 The scheme costs for a comprehensive refurbishment and upgrading of the bus station have been compared with a similar, new-build redevelopment of Halifax Bus Station that is currently being delivered. This shows that the cost of a new build is estimated to be in excess of £17,700,000 (however there is a risk on this scheme that the costs will increase further). Therefore, the comprehensive refurbishment costs are lower whilst still bringing about major change to the facility and achieving high benefits, meeting objectives, and stakeholder requirements. It should also be noted the scheme compares favourably or similarly with other bus station refurbishment schemes being delivered by the Combined Authority, including Leeds Bus Station and Huddersfield Bus Station.
- 5.32 A request seeking approval for additional development costs of £875,000 was approved as part of the TCF programme level change request on 28 January

2022, bringing the total development costs to £1,445,826. No additional development costs are requested as part of this approval.

### Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Place, Regeneration and Housing Committee	08/03/2022
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	28/07/2023
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/08/2023
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	27/06/2025
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	27/03/2026
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	29/03/2030

### Other Key Timescales

5.33 This scheme has the following key timeframes:

- September 2022 - Planning application submission
- March 2023 - Procurement and construction award
- May 2023 - Full business case submission
- September 2023 - Start of works
- January 2025 - Completion of works

## Assurance Tolerances

Assurance tolerances
That Combined Authority costs remain within +10% of those outlined in this report. That delivery (DP5) timescales remain within 6 months of those outlined in this report.

## Appraisal Summary

- 5.34 There is a clear need for comprehensively refurbishing Dewsbury Bus Station. The scope of the scheme has been defined and it is expected that the fully confirmed details will be presented in the full business case including detailed designs. It is recognised that the COVID-19 pandemic has impacted on public transport and whilst the future of COVID is uncertain, there is still a clear need for transforming the bus station.
- 5.35 The project team has significant experience in delivering major bus station refurbishments and redevelopments from delivering similar projects. The scheme intends to enter into a design and build contract with the preferred construction contractor and that procurement will be completed by March 2023.
- 5.36 Although the scheme costs have increased significantly from the Strategic Outline Case, the costs are affordable within the TCF programme budget and have been justified in the OBC. The full business case development will include further assessment of the total scheme cost to identify any cost reductions where possible. Further work will be undertaken on the scheme designs to finalise the proposed layouts.

## Recommendations

- 5.37 The Place, Regeneration and Housing Committee approves that:
- (i) The Dewsbury Bus Station scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
  - (ii) An indicative approval to the Combined Authority's contribution of £14,337,600. The total scheme value is £14,337,600.
  - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>York Station Gateway</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	Change request (activity 4)

Is this a key decision?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:		
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

## Background

- 5.38 The York Station Gateway scheme is funded by the West Yorkshire plus Transport Fund (WY + TF) and the Department for Transport's Transforming Cities Fund (TCF).
- 5.39 The WY+TF is a £1 billion fund, covering West Yorkshire and York. The objectives of the WY + TF is to enable key employment and housing development areas and will help to create about 20,000 new jobs over the next 10 years.
- 5.40 As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve sustainable transport connectivity in some of England's largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport's approval in March 2020.
- 5.41 The York Station Gateway scheme will reorganise how vehicles and people travelling on foot or by bike access and move around York Rail Station, creating a more efficient interchange. The scheme will also create attractive public spaces in the area between the medieval City Wall and Grade II Listed station building.
- 5.42 The east side of York Rail Station (the "Front" of the station) currently experiences congestion, as a result of buses, taxis and private cars moving through this part of the station. Vehicles entering and exiting the station from the road and cars entering and exiting the station's parking areas, contribute to the congestion, which can result in gridlock at busy times. This is a particular problem for taxis, with the congestion significantly increasing the time it takes to exit the taxi rank, which impacts on air quality within the Portico structure at



the front of that station, where taxis pick up passengers. The dominance of motor vehicles also makes it harder for people to navigate their way around this part of the station when travelling by bike or on foot.

- 5.43 The main element of the scheme is to take down the existing Queen Street bridge and reconstruct the York Inner Ring Road in front of the rail station. This will create additional space and improve accessibility around the main entrance to the station. Existing bus stops will be relocated, the short stay car parking and drop off points will be reorganised to provide safer and less congested facilities for pedestrians and will improve walking access to the city centre.
- 5.44 The scheme will also create an attractive arrival and departure gateway to the city with high-quality public spaces in three areas (The Arches, Station Square and Tea Room Square) and will remove vehicles from the Portico to allow redevelopment and improve air quality.
- 5.45 City of York Council, working in collaboration with Network Rail and London North Eastern Railway (LNER), have developed the proposals. Together these interventions provide transport benefits and release land to create more space for the interchange alongside large areas of public space directly outside the station. This creates a more welcoming and pedestrian friendly environment for the anticipated growth in rail passengers.
- 5.46 Making more space available and improving layouts for bus and taxis services will also be provided as part of the works. These works will help to reduce congestion, support a more seamless interchange between transport modes (bus, rail, cycling and walking) and create additional space at the station so it can better respond to growing passenger numbers.
- 5.47 The improvements also allow for the relocation of existing car parking away from the front of the station into a proposed multi-storey car park (funded and delivered by Network Rail) and the redevelopment of areas of the existing long-stay surface car parking in the future. This redevelopment is not part of this scheme.
- 5.48 The scheme is part of a wider programme of activities aimed at regenerating York Central. The York Central site occupies 72 hectares of land to the rear of York Rail Station. The site offers unparalleled opportunities for significant development in a central location within the York economic area. The scheme will deliver new homes, revitalise the National Railway Museum and act as a catalyst for growth in both York and the wider Leeds City Region.
- 5.49 At full business case it was proposed that the York Central scheme be delivered as three separate projects, York Central Access, York Station Gateway, and Compliant Western Station Entrance. This change request is specifically focused on York Station Gateway. This change request is seeking development costs of £1,050,000 from the £13,117,000 indicatively approved from the Transforming Cities Fund at the previous decision point.
- 5.50 Due to the time limitations on TCF spend which mean it has to be spent by March 2023, the change request is seeking approval for £2,684,000 of WY +

TF funding spent in this financial year, to be reallocated to TCF, so TCF funding is spent first. In future, spend will be drawn down from TCF first and then WY + TF will be used.

5.51 The change request is also seeking approval to extend the scheme's delivery timescales from February 2023 to August 2024.

5.52 The additional programme time and development costs are needed because of the delay to the submission of the full business case with finalised costs as a result of:

- delays caused by unexpected difficulties engaging with utility providers to carry out work to divert utilities,
- the legal requirement to re-tender the project professional services contracts owing to reaching the contract limit.
- unexpected challenges securing a Funding and Development Agreement between City of York Council and LNER for the TCF Package 3 – Station Works phase of the scheme, due to the capacity of legal staff to deal with the agreement and difficulties in agreeing Heads of Terms.
- further funds are required owing to the increase in delivery timeframes by approximately four months and the professional services costs associated with this.

5.53 Approval of the change request will allow some tasks to be resourced up until the submission stage of the full business case with finalised costs, preserving the projects current live schedule and ensuring a smooth transition into delivery.

### **Tackling the Climate Emergency Implications**

5.54 This change request has no further implications on the tackling of the climate emergency than those already outlined in the development of the scheme.

### **Outputs, Benefits, and Inclusive Growth Implications**

5.55 The scheme outputs and benefits include:

- Creation of a more seamless interchange between transport modes (bus, rail, cycling and walking)
- Reduce vehicle congestion immediately outside the east side of the station and improve layouts for bus and taxis services to help reduce congestion
- Remove vehicles from the Portico to allow redevelopment and improve air quality
- Create additional space and upgrade facilities at the station so it can better respond to growing passenger numbers.
- Improve access to and through the station to enable a third of users to access the station from the west side.

- Relocation of existing bus stops and reorganisation of the short stay car parking and drop off points to provide safer and less congested facilities for pedestrians and improve walking access to the city centre.
- Increase bus trips by 25% and cycling trips by 300% to achieve reductions in car trips of 3.5%
- Provide at least 800, cycle parking spaces
- Creation of an attractive arrival and departure gateway to the city with high-quality public spaces in three areas (The Arches, Station Square and Tea Room Square)

### **Equality and Diversity Implications**

5.56 An Equality Impact Assessment (EQIA) has been undertaken for the project and equality and diversity impacts taken account of as part of the development of the project and the business case development. As the scheme develops further, equality and diversity impacts will be further taken account of. This change request has no further implications on equality and diversity than those already outlined in previous business cases.

### **Risks**

5.57 The scheme risks include:

- Delays in planning process impacting on scheme delivery, mitigated by early engagement with Local Authority planning team and responding quickly to enquiries and requests for information.
- Risks associated with the potential complexities of the Station Change Process adding complexity which will be mitigated by engaging with a senior representative from Network Rail and LNER to support City of York Council to work through the process.
- Proposed changes to Network Rail land / assets are not achievable, mitigated by continued engagement with Network Rail to ensure plans are accurate and well understood prior to work commencing.
- Land acquisition costs escalate, or negotiations take longer than anticipated impacting on delivery timescales, mitigated by early and ongoing engagement with landowners. Landowners have been identified and a land purchase strategy is in place.
- Construction / delivery programme delay leads to loss of funding or clawback due to funding deadlines. This will be mitigated by agreeing delivery strategy as soon as possible and consideration of separating out the highways works independently and seeking support from delivery partners.

### **Costs**

5.58 The scheme costs are:

- The total scheme costs are £26,379,433 and will be solely funded by the Combined Authority. The £26,379,433 comprises £12,873,000 from the

West Yorkshire plus Transport Fund and £13,506,433 from the Transforming Cities Fund.

- The total scheme costs have increased by £389,433 since the last decision point. A request seeking approval for the additional funding, to cover Combined Authority programme management costs associated with delivering the scheme, has been included in the TCF programme level change request being considered at this committee meeting.
- The change request is seeking approval of development costs of £1,050,000 to allow development and enabling works to continue, bringing the total development costs and scheme approval to £6,055,125.

### Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	26/03/2016
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	28/03/2018
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	13/03/2019
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/08/2022
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	14/01/2025
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	28/03/2025
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2027

## Other Key Timescales

- January 2022 - Enabling works
- June 2022 - Full business case with finalised costs submission
- January 2023 - Start on site
- December 2023 - TCF spend completed
- January 2025 – Transport Fund spend completed
- January 2025 – Construction completed

## Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within those outlined in this report
Delivery (DP5) timescales remain within 6 months of those outlined in this report.

## Appraisal Summary

- 5.59 The scheme is complex with multiple changes to the schemes that were within what was York Central, multiple stakeholders, two funding streams and a TCF funding deadlines of March 2023
- 5.60 The strategic case remains strong and unchanged and clearly demonstrates the need for government intervention to address market failures associated with the site.
- 5.61 Long delays have affected the scheme’s programme of delivery, with the submission of the full business case with finalised costs delayed by 12 months, delaying the start on site. This impacts on the scheme’s ability to spend its TCF funding allocation within programme spend deadlines.
- 5.62 The significant change in delivery timescales also increases uncertainty around the total scheme cost due to inflation and materials costs.
- 5.63 The approval of this change request, and with it, the release of additional development costs will allow contractual obligations to continue without interruption of works and support submission of the full business case with finalised costs in June 2022.

## Recommendations

- 5.64 The Place, Regeneration and Housing Committee approves:
- (i) The change request to the York Station Gateway scheme for development costs of £1,050,000, to extend the scheme delivery timescales from February 2023 to August 2024 and to reallocate the previously approved development costs of £2,684,000 from the West Yorkshire plus Transport Fund to the Transforming Cities Fund. This takes the total scheme approval to £6,055,125. The total scheme cost is £26,379,433.

- (ii) The Combined Authority enters into an addendum to an existing funding agreement with City of York Council for expenditure of up to £6,055,125.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>BHF Leeds East</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	3 (outline business case)

Is this a key decision?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	Paragraph 3	
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

## Background

- 5.65 This scheme will be funded by the Government's Brownfield Housing Fund (BHF). This is a £66,779,000 fund covering West Yorkshire. The BHF programme will support the development of new homes on brownfield sites in the region with homes commencing construction by March 2025. The aim of the BHF programme is to create more homes by bringing forward more brownfield land into development. The fund will target investment to help ease the viability issues that brownfield projects face e.g. making former industrial land safe.
- 5.66 The Leeds East BH scheme will redevelop 3.6 hectares of brownfield land into developable land for housing and provide 146 homes covering a range of types and tenures, favouring social rented, which are 100% affordable, addressing a market shortage, especially within the Leeds City Region market and East Leeds specifically.
- 5.67 The development will provide quality homes that are accessible to local residents, helping to create a vibrant and sustainable community, in line with the city and region's ambition for inclusive growth.
- 5.68 The scheme will also provide 0.98 hectares of new public outdoor space and an additional 500 metres of pedestrian links to promote walking.
- 5.69 Due to the commercial nature of this project some of the details of the scheme are outlined in the exempt **Appendix 8**.
- 5.70 A summary of the scheme's business case is included in **Appendix 3**.

## **Tackling the Climate Emergency Implications**

- 5.71 The scheme aims to deliver homes that are above building regulations standards, providing carbon savings by ensuring new homes are rated Energy Performance Certificate (EPC) B as a minimum. As part of the procurement, tender responses will be subject to specific carbon savings in the market criteria. The criteria will stipulate that 100% of the units are to be affordable and environmentally friendly. Carbon reduction measures for the housing units will be a key part of the procurement process.
- 5.72 The development includes 0.98 hectares of new public outdoor space and an additional 500 metres of pedestrian links to promote walking.
- 5.73 Mature tree canopies will be maintained where possible and green paths will be maintained and enhanced to ensure a green corridor is continued throughout the site and to include a landscaping strategy to create integrated, safe, and connected public open spaces.

## **Outputs, Benefits, and Inclusive Growth Implications**

- 5.74 The scheme outputs and benefits include:
- To develop 3.6 hectares of brownfield land for 100% affordable housing by June 2025.
  - 146 units of affordable housing by June 2025.
  - 500 metres of additional pedestrian links by June 2025.
  - 0.98 hectares of new public open space by June 2025.
  - Provide energy efficiency measures above building regulations providing carbon savings against standard building regulations. New homes to achieve at least EPC B.
- 5.75 The preferred option delivers a Benefit Cost Ratio (BCR) of 1.7, representing good value for money.

## **Equality and Diversity Implications**

- 5.76 An Equality Impact Assessment (EQIA) has been undertaken for the project and equality and diversity impacts taken account of as part of the development of the project and the business case development.

## **Risks**

- 5.77 The scheme risks include:
- Risk of cost overruns due to increases in material costs and delays. This is mitigated through regular budget planning and supplier relationship management.
  - Ecology – protection of bats and other protected species and discovery of invasive species. This is mitigated through surveys planned to take place through the planning process.



- Ground conditions and the possibility of uncovering abnormal circumstances not detected in the ground investigation work carried out to date. This is mitigated by desktop and ground investigation reports being carried out and reviewed.

## Costs

5.78 Please refer to exempt **Appendix 8**.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Place, Regeneration and Housing Committee	08/03/2022
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/07/2023
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/08/2023
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	Summer 2023
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/06/2025
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/06/2025

## Other Key Timescales

- October to December 2023 - Construction of homes to start (site preparation work)
- October 2023 to June 2025 - Delivery of homes

## Assurance Tolerances

<b>Assurance tolerances</b>
That Combined Authority costs remain within 10% of those outlined in this report. Delivery (DP5) timescales remain within 3 months of those outlined in this report. That the number of housing units built remain within 10% of those outlined in this report.

### **Appraisal Summary**

5.79 Please refer to exempt **Appendix 8**.

### **Recommendations**

5.80 Please refer to exempt **Appendix 8**.

<b>Project Title</b>	<b>BHF Burmantofts</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	3 (outline business case)

Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	Paragraph 3	
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

### Background

- 5.81 This scheme will be funded by the Government's Brownfield Housing Fund (BHF). This is a £66,779,000 fund covering West Yorkshire. The BHF programme will support the development of new homes on brownfield sites in the region with homes commencing construction by March 2025. The aim of the BHF programme is to create more homes by bringing forward more brownfield land into development. The fund will target investment to help ease the viability issues that brownfield projects face for example, making former industrial land safe.
- 5.82 The site for development is within a relatively deprived area of Leeds, surrounded by residential areas. This scheme will redevelop 1.5 acres of brownfield land to deliver 296 residential units (flats) with approximately 1,414 sqm of additional space; of which 325sqm will be for commercial/ retail/ leisure space and 50 car parking spaces. The aim is to create individual apartment blocks, surrounding a central area, with car parking underneath. The housing development includes 20% affordable housing where the rent will be set at a maximum of 80% of the local market rent.
- 5.83 Due to the commercial nature of this project some of the details of the scheme are outlined in the exempt **Appendix 8**.
- 5.84 A summary of the scheme's business case is included in **Appendix 4**.

### Tackling the Climate Emergency Implications

- 5.85 The scheme has committed to incorporating energy efficiency measures, where possible, in the design and running of the building, including enhancing the insulation layer of the building beyond minimum standards. It will also include renewable and low carbon technologies including photovoltaic panels and the use of air source heat pumps to maximise carbon savings and

measures to support cycling, including secure cycle spaces for residents and visitors, and the provision of electric car charging points for all car parking spaces.

### **Outputs, Benefits, and Inclusive Growth Implications**

5.86 The scheme outputs and benefits include:

- Demolish the existing building and remediate 1.5 acres of brownfield land to enable delivery of 225-300 residential units and 15,200 square foot of amenity space of which 325 square metres will be for commercial / retail / leisure space by March 2025.
- Deliver 50 car parking space with potential for 100% electric vehicle charging stations and cycle storage space by March 2025.
- Deliver 980 sqm of external landscaped space and 1400 sqm of open leisure space by March 2025.
- Deliver 1,500 square metres of solar panels by March 2025.
- Recycle approximately 1,500 square metres of material from demolition to reduce carbon.
- Create approximately 250 direct construction jobs and 270 indirect construction jobs.

5.87 The benefit cost ratio is calculated as 4.1:1 at this stage representing very high value for money. Further analysis of the BCR will be undertaken and confirmed at the next decision point (full business case).

### **Equality and Diversity Implications**

5.88 An Equality Impact Assessment (EQIA) has been undertaken for the project and equality and diversity impacts taken account of as part of the development of the project and the business case development. The scheme will increase the housing supply in a deprived area thereby tackling inequalities by reducing poverty, improving health and homelessness, and providing sustainable and inclusive housing options.

### **Risks**

5.89 The scheme risks include:

- Scheme costs exceed the budget thereby leading to risks in delivery due to insufficient funds. This will be mitigated by the proposals being costed by a Quantity Surveyor and appropriate contingencies being made. Cost reviews will also be undertaken at each project stage before proceeding.
- Inflation rates rise leading to increases in construction costs. This will be mitigated by including an allowance for inflation in the costs and appropriate contingency sum.
- The appointed contractor/ sub-contractor goes into liquidation leading to delays which replacement contractors are appointed and potential cost increases. This will be mitigated by early contractor engagement to

determine the market position and undertaking robust processes and reviewed of financial accounts.

- Statutory processes are not able to be completed within the scheme timeframes leading to delays. This will be mitigated by appointing consultants to commence the processes.
- Unexpected ground conditions lead to cost increases. This will be mitigated by undertaking surveys and applying a contingency budget.
- Discovery of unknown services or contamination during demolition leading to delays and increased costs. This will be mitigated through undertaking surveys to assess conditions and transferring this risk to the appointed contractor.

## Costs

5.90 Please refer to exempt **Appendix 8**.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Place, Regeneration and Housing Committee	16/03/2022
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	30/06/2022
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/06/2022
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	29/08/2025
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	29/08/2025
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2026

## Other Key Timescales

- May 2022 - Planning permission obtained
- September 2022 - Start on site for remediation
- March 2023 - Start on site for construction
- June 2025 – Construction completed

## Assurance Tolerances

Assurance tolerances
That Combined Authority costs remain within those outlined in this report. Delivery (DP5) timescales remain within 3 months of those outlined in this report. That the number of housing units built remain within 10% of those outlined in this report. That the number of affordable homes remains the same.

## Appraisal Summary

5.91 Please refer to exempt **Appendix 8**.

## Recommendations

5.92 Please refer to exempt **Appendix 8**.

<b>Project Title</b>	<b>BHF Wheatley</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	4 (full business case)

Is this a key decision?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	Paragraph 3	
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

## Background

- 5.93 This scheme will be funded by the Government’s Brownfield Housing Fund (BHF). This is a £66,779,000 fund covering West Yorkshire. The BHF programme will support the development of new homes on brownfield sites in the region with homes commencing construction by March 2025. The aim of the BHF programme is to create more homes by bringing forward more brownfield land into development. The fund will target investment to help ease the viability issues that brownfield projects face for example, making former industrial land safe.
- 5.94 Calderdale Council’s Strategic Housing Market Assessment indicates that there is a need to develop 1000 homes per annum in the Calderdale district from 2016 to 2033 to support the need for housing and economic growth. 47% of the identified housing need requires the development of three or more bedroomed homes.
- 5.95 This scheme will remediate 0.9 hectares of brownfield land and deliver 30 three bedroomed homes in the Halifax area, 4 of these homes will be affordable housing.
- 5.96 The scheme will support the Strategic Economic Framework as follows:
- **Boosting Productivity:** The development will deliver new housing supporting economic growth and regeneration of the local area.
  - **Tacking the Climate Emergency:** The development includes the installation of solar panels along with air source heat pumps to 4 homes.
  - **Enabling Inclusive Growth:** Development of this scheme will address anti-social behaviour on the vacant site.
- 5.97 Due to the commercial nature of this project some of the details of the scheme are outlined in the exempt **Appendix 8**.

5.98 A summary of the scheme's business case is included in **Appendix 5**.

### **Tackling the Climate Emergency Implications**

5.99 The scheme includes provision of installation of solar panels and air source heat pumps into the schemes 4 affordable homes. The site for development is also located close to public transport, encouraging the reduction of the use of the private car to access to employment, education, and leisure opportunities.

5.100 A carbon impact assessment has been undertaken which shows a predicted carbon emission reduction of 2,786kg of carbon dioxide a year compared to a Part L Building Regulation compliant scheme. The scheme has also been designed to reduce heating and cooling demands by 2.56%. The design approach ensures the homes are built with a primary focus on maximising airtightness, solar power and insulation before mechanical and electrical design is incorporated.

5.101 The scheme design preserves the existing treescape and incorporates bricks which are bat friendly, bird nesting facilities and hedgehog access. The developer will also make a biodiversity net gain payment of £104,250 to Calderdale Council to support works to replace any losses in biodiversity such as habitats and trees resulting from the build. This formed part of the S.106 agreement with Calderdale Council and accepted by both parties. Under the new Environment Act 2021, every local authority will be required to enact this requirement, and applicants will need to calculate their own contribution. For this scheme, this has been calculated at £104,250, which was subsequently agreed as part of the S.106 agreement.

### **Outputs, Benefits, and Inclusive Growth Implications**

5.102 The scheme outputs and benefits include:

- Remediation of a 0.9-hectare site with previous industrial use to enable delivery of 30 homes.
- Construct 30 new three bedroomed homes (including 4 affordable homes) by March 2023.
- Support 78 construction jobs by February 2023.
- Address anti-social behaviour in the immediate area through the development of vacant land.

5.103 This scheme has a benefit cost ratio of 1.8:1 representing good value for money.

### **Equality and Diversity Implications**

5.104 This scheme has completed an Equality Impact Assessment which shows that there are no negative impacts on protected characteristics because of this development.

### **Risks**



5.105 The scheme risks include:

- Unforeseen issues at the site leading to significant increases in remediation costs. This is mitigated by undertaking surveys to assess the ground conditions.
- An increase in COVID-19 related restrictions preventing or delaying construction works. This is mitigated by regular engagement with contractors and supply chains to maintain the proposed programme.

### Costs

5.106 Please refer to exempt **Appendix 8**.

### Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Place, Regeneration and Housing Committee	16/03/2022
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	27/05/2022
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	28/07/2023
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	28/07/2023
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2026

### Other Key Timescales

- April 2022 - Start on site for remediation works
- July 2022 - Start on site for construction
- March 2023 - Construction completed

### Assurance Tolerances

<b>Assurance tolerances</b>
<p>That Combined Authority costs remain within those outlined in this report.</p> <p>Delivery (DP5) timescales remain within 3 months of those outlined in this report.</p> <p>That the number of housing units built remain within 10% of those outlined in this report.</p> <p>That the number of affordable homes remains the same.</p>

### **Appraisal Summary**

5.107 Please refer to exempt **Appendix 8**.

### **Recommendations**

5.108 Please refer to exempt **Appendix 8**.

<b>Project Title</b>	<b>BHF Bingley</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	4 (full business case)

Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	Paragraph 3	
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

## Background

- 5.109 This scheme will be funded by the Government's Brownfield Housing Fund (BHF). This is a £66,779,000 fund covering West Yorkshire. The BHF programme will support the development of new homes on brownfield sites in the region with homes commencing construction by March 2025. The aim of the BHF programme is to create more homes by bringing forward more brownfield land into development. The fund will target investment to help ease the viability issues that brownfield projects face for example, making former industrial land safe.
- 5.110 This scheme will develop 93 new homes on 2.34 hectares of brownfield land in the Bradford area. The new homes will be a combination of 50% affordable rent, 25% shared ownership and 25% market sales. The development comprises of 81 new low-rise houses and 12 flats.
- 5.111 Due to the commercial nature of this project some of the details of the scheme are outlined in the exempt **Appendix 8**.
- 5.112 A summary of the scheme's business case is included in **Appendix 6**.

## Tackling the Climate Emergency Implications

- 5.113 The housing development will consist of improved insulation which will result in energy efficient homes and lower energy bills. The scheme designs include the use of photovoltaic panels, and electric charging points will be provided on all car parking spaces. The scheme includes a Residential Travel Plan Fund which will promote cycling and walking.

## Outputs, Benefits, and Inclusive Growth Implications

- 5.114 The scheme outputs and benefits include:

- Remediate 2.34 hectares of brownfield land to create 93 new homes. 70 of these will be affordable through mixture of affordable rent and shared ownership and 23 will be for market sale.
- 12 cycle spaces will be provided for the flats. The houses will have space in their gardens to accommodate sheds for cycle storage.

5.115 This scheme has a benefit cost ratio (BCR) of 1.19:1 representing low value for money. Brownfield Housing schemes are required to have a minimum BCR of 1 and the scheme will bring wider benefits to the area.

### Equality and Diversity Implications

5.116 An Equality Impact Assessment has been submitted. The scheme will deliver homes in the Bradford area and will be available on a range of affordable tenures thereby having a positive impact on residents in the local area.

### Risks

5.117 The scheme risks include:

- The construction and demolition will create dust, noise and fumes which could lead to residential complaints. This will be mitigated by following strict demolition protocols including minimising fumes, dust, and noise. Activity on site will be monitored and machines will be switched off when not in operation for long periods of time. Spraying will also be used to control dust where required.
- Escalating costs for materials due to shortages, demand, and logistics. This will be mitigated by reserving materials with suppliers and advanced purchases where possible.

### Costs

5.118 Please refer to exempt **Appendix 8**.

### Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Place, Regeneration and Housing Committee	16/03/2022
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/06/2022
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team	30/05/2025

	Decision: Combined Authority's Director of Delivery	
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/05/2025
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2026

### Other Key Timescales

- March 2022 - Start on site
- May 2022 - Remediation completed
- April 2025 - Homes completed

### Assurance Tolerances

Assurance tolerances
<p>That Combined Authority costs remain within those outlined in this report.</p> <p>Delivery (DP5) timescales remain within 3 months of those outlined in this report.</p> <p>That the number of housing units built remain within 10% of those outlined in this report.</p> <p>That the number of affordable homes remains the same.</p>

### Appraisal Summary

5.119 Please refer to exempt **Appendix 8**.

### Recommendations

5.120 Please refer to exempt **Appendix 8**.

<b>Project Title</b>	<b>BHF South Bradford</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	4 (full business case)

Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	Paragraph 3	
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

## Background

- 5.121 This scheme will be funded by the Government's Brownfield Housing Fund (BHF). This is a £66,779,000 fund covering West Yorkshire. The BHF programme will support the development of new homes on brownfield sites in the region with homes commencing construction by March 2025. The aim of the BHF programme is to create more homes by bringing forward more brownfield land into development. The fund will target investment to help ease the viability issues that brownfield projects face for example, making former industrial land safe.
- 5.122 The scheme will redevelop 2.326 hectares of brownfield land across two sites to enable development of 108 homes. 100% of the site will be affordable housing with 54 units at affordable rent, 31 units at shared ownership, and 23 units at rent to buy.
- 5.123 The sites for development are located close to Bradford city centre and are therefore within walking distance of local amenities including shopping, health care provision, local businesses, education and employment opportunities, and access to public transport.
- 5.124 Due to the commercial nature of this project some of the details of the scheme are outlined in the exempt **Appendix 8**.
- 5.125 A summary of the scheme's business case is included in **Appendix 7**.

## Tackling the Climate Emergency Implications

- 5.126 This scheme is committed to integrating energy efficient measures in the building designs, including the use of renewable and low carbon technologies during construction along with the installation of photovoltaic panels and air source heat pumps to maximise carbon savings. The scheme designs also

include provisions for cycle storage, and electric vehicle charging points will be installed for all car parking spaces.

### **Outputs, Benefits, and Inclusive Growth Implications**

5.127 The scheme outputs and benefits include:

- To develop two neighbouring brownfield sites totalling 2.326 hectares in the Bradford City Centre regeneration area
- To deliver 108 high quality 100% affordable homes by 2025
- To improve parking, energy efficiency and the local area by 2024.

5.128 The scheme has a benefit cost ratio (BCR) of 1:1 representing low value for money. Brownfield Housing schemes are required to have a minimum BCR of 1 and the scheme will bring wider benefits to the area.

### **Equality and Diversity Implications**

5.129 An Equality Impact Assessment has been submitted. The scheme will deliver modern homes in Bradford and will be available on a range of affordable tenures and housing sizes to cater to differing household sizes and needs, thereby having a positive impact on residents in the local area. The scheme will also allocate 75% of its properties to key workers or others by way of Affordable Tenures for local residents.

### **Risks**

5.130 The scheme risks include:

- The construction and demolition will create dust, noise and fumes which could lead to residential complaints. This will be mitigated by following strict demolition protocols, including minimising fumes, dust, and noise. Activity on site will be monitored and machines will be switched off when not in operation for long periods of time. Spraying will also be used to control dust where required.
- Escalating costs for materials due to shortages, demand, and logistics. This will be mitigated by reserving materials with suppliers and advanced purchases where possible.

### **Costs**

5.131 Please refer to exempt **Appendix 8**.

### **Assurance Pathway and Approval Route**

<b>Assurance pathway</b>	<b>Approval route</b>	<b>Forecast approval date</b>
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team	16/03/2022

	Decision: Place, Regeneration and Housing Committee	
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/06/2022
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/07/2024
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/04/2025
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2026

### Other Key Timescales

- March 2022 - Start on site
- June 2022 - Remediation completed
- March 2024 - Scheme completion

### Assurance Tolerances

Assurance tolerances
That Combined Authority costs remain within those outlined in this report. Delivery (DP5) timescales remain within 3 months of those outlined in this report. That the number of housing units built remain within 10% of those outlined in this report. That the number of affordable homes remains the same.

### Appraisal Summary

5.132 Please refer to exempt **Appendix 8**.

### Recommendations

5.133 Please refer to exempt **Appendix 8**.



## **Projects in Stage 3: Delivery and Evaluation**

5.134 There are no schemes to review at this stage.

### **6 Tackling the Climate Emergency Implications**

6.1 The Climate Emergency implications have been considered on all projects included in this report as part of their business case development.

### **7 Inclusive Growth Implications**

7.1 The inclusive growth implications have been considered on all projects included in this report as part of their business case development.

### **8 Equality and Diversity Implications**

8.1 Equality Impact Assessments (EQIA) have been undertaken on all projects included in this report as part of their business case development.

### **9 Financial Implications**

9.1 The report seeks endorsement to expenditure from the available Combined Authority funding as set out in this report.

### **10 Legal implications**

10.1 The information contained in **Appendix 8** is exempt under paragraph 3 of Part 1 to Schedule 12A of the Local Government Act 1972 as it contains information relating to the financial or business affairs of any particular person (including the authority holding that information). It is considered that the public interest in maintaining the content of the appendices as exempt outweighs the public interest in disclosing the information as publication could prejudice current and future decision making.

10.2 The payment of funding to any recipient will be subject to a funding agreement being in place between the Combined Authority and the organisation in question.

### **11 Staffing implications**

11.1 A combination of Combined Authority and local partner council project, programme and portfolio management resources are or are in the process of being identified and costed for within the schemes in this report.

### **12 External consultees**

12.1 Where applicable scheme promoters have been consulted on the content of this report.

## **13 Recommendations (Summary)**

### **TCF Dewsbury Bus Station**

13.1 The Place, Housing and Regeneration Committee approves that:

- (i) The Dewsbury Bus Station scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
- (ii) An indicative approval to the Combined Authority's contribution of £14,337,600. The total scheme value is £14,337,600.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **York Station Gateway**

13.2 The Place, Housing and Regeneration Committee approves that:

- (i) The change request to the York Station Gateway scheme for development costs of £1,050,000, to extend the scheme delivery timescales from February 2023 to August 2024 and to reallocate the previously approved development costs of £2,684,000 from the West Yorkshire plus Transport Fund to the Transforming Cities Fund. This takes the total scheme approval to £6,055,125. The total scheme cost is £26,379,433.
- (ii) The Combined Authority enters into an addendum to an existing funding agreement with City of York Council for expenditure of up to £6,055,125.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **BHF Leeds East**

13.3 Please refer to exempt **Appendix 8**

### **BHF Burmantofts**

13.4 Please refer to exempt **Appendix 8**.

### **BHF Wheatley**

13.5 Please refer to exempt **Appendix 8**.

### **BHF Bingley**

13.6 Please refer to exempt **Appendix 8**.

## **BHF South Bradford**

13.7 Please refer to exempt **Appendix 8**.

## **14 Background Documents**

14.1 None as part of this report.

## **15 Appendices**

**Appendix 1** – Background to the Combined Authority’s Assurance Framework

**Appendix 2** – TCF Dewsbury Bus Station – Business Case Summary

**Appendix 3** - BHF Leeds East - Business Case Summary

**Appendix 4** - BHF Burmantofts - Business Case Summary

**Appendix 5** – BHF Wheatley – Business Case Summary

**Appendix 6** – BHF Bingley – Business Case Summary

**Appendix 7** – BHF South Bradford - Business Case Summary

**Appendix 8** – Exempt Brownfield Housing Fund