

CABINET – 07 04 15 EXECUTIVE SUMMARY OF AGENDA ITEM 5

Report title: Arena Island Site Grant in Kind & Cattle Market Road Acquisition

Wards affected: Lawrence Hill, Windmill Hill, and City Wide

Strategic Director: Barra Mac Ruairí

Report Authors: Alistair Reid, Service Director, Economy

Robert Orrett, Service Director, Property

RECOMMENDATION for the Mayor's Approval:

- i. To accept the DCLG grant in kind of £5.425m of capital funds to finance the transfer of Arena Island including 1- 9 Bath Road from the ownership of the Homes and Communities Agency to Bristol City Council. This in turn will enable Bristol City Council to divert funds that would have been otherwise used to purchase Arena Island site for the acquisition of the Cattle Market Road site.
- ii. To authorise the Strategic Director of Place (in consultation with the Service Director – Property) to commit to terms for grant in kind for the purchase of Arena Island and, 1- 9 Bath Road and for the acquisition of the Cattle Market Road Site
- iii. The provision made within the Council's Capital Programme for the purchase price for land required for purchase of Arena Island to be reallocated for the acquisition of the Cattle Market Road site. Funds will be required summer 2015. This figure is not stated in this report as it is commercially sensitive.

Key background / detail:

a. Purpose of report: To recommend the acceptance of grant in kind funding from a DCLG EZ Capital Growth Fund to finance the previously approved purchase of the Arena Island and additionally 1-9 Bath Road. To reallocate the Capital Programme reserves to fund the acquisition of the Cattle Market Road site during the summer of 2015.

b. Key details:

1. In December 2014 Cabinet approved the acquisition of Arena Island.
2. The DCLG Investment Committee committed to an agreement in principle on the 22nd January 2015 to fund the option of a grant in kind to acquire the Arena Island Site from the Homes and Communities Agency

instead of securing a grant to purchase the Cattle Market Road Site because the purchase of that site cannot be guaranteed by the 30th March 2015, the end of the funding window.

3. The next stages in the Arena programme are the appointment of a multi-disciplinary design team and then building contractor procurement in 2015. The Arena is programmed to open at the end of 2017.
4. The Arena will bring considerable economic benefits for the city and sub-region. The size of the catchment area and strength of the current entertainment market underpin the project.
5. The acquisition of the whole of the Arena Island site will secure the delivery of the Arena and enable the council to take forward the development of the rest of the "Arena Island" site.
6. This will drive development of both sites, specifically giving an impetus for the development of the Cattle Market Road site, which has lain vacant and derelict for over 17 years, securing its full integration into plans for the redevelopment of Temple Meads Station and sites to the south. This project is the third step in a strategic partnership between the Council and the HCA to drive the development of Temple Quarter Enterprise Zone.
7. This investment will help realise the quick win of substantial development in one of the UK's top 40 infrastructure projects and major rail enhancement schemes. Within the next 10 years it is forecast that this investment will add 1,400 net additional jobs and £660 million net additional GVA to the West of England economy, without construction jobs being taken into account, as well as secure the transformation of this key gateway location into a modern business hub fit for the 21st century and beyond.
8. The demolition of the former Royal Mail Sorting Depot and associated site assembly for future development will significantly improve the appearance to the key gateway into the city via Temple Meads Station.
9. This is a key site that provides the landing points for the Revolving Infrastructure funded Arena Island pedestrian bridge; Floating Harbour pontoon walkway and new Eastern station access providing the critical connectivity supporting the regeneration of the South East of Temple Meads Station.

**BRISTOL CITY COUNCIL
CABINET 7th April 2014**

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**Report Authors: Alistair Reid, Service Director, Economy
Robert Orrett, Service Director, Property**

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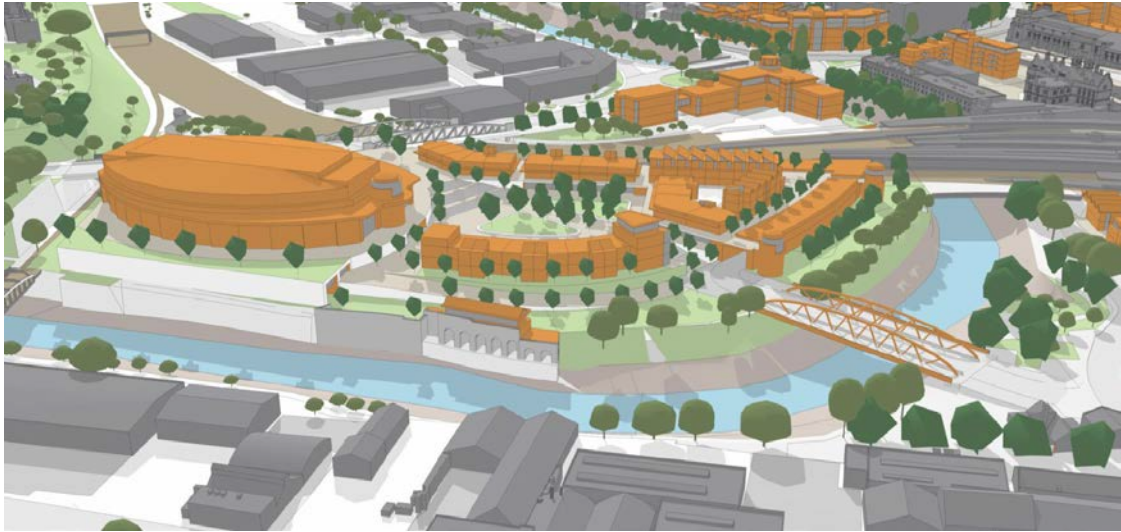
- iii. The provision made within the Council's Capital Programme for the purchase price for land required for purchase of Arena Island is to be reallocated for the acquisition of the Cattle Market Road site. Funds will be required summer 2015. This figure is not stated in this report as it is commercially sensitive.

Key background / detail:

1. Bristol remains the only core city without an arena. Located on Arena Island (the former Diesel Depot Site), the Arena will be a catalyst for the development of the Bristol Temple Quarter Enterprise Zone (BTQEZ) in terms of spatial planning, creating jobs and generating economic and business rate growth.
2. Developments of this scale do require a significant public subsidy at the outset to enable the facility to be built. It is widely accepted however, that there are considerable economic and social benefits generated by such facilities in terms of attracting spending to the city and raising its profile. These economic benefits will be realised in the city and sub-region. The lack of an arena leaves the city without the necessary sized venue that all other major cities possess as part of their cultural infrastructure.
3. The Arena "content" or programming will be led by the operator, and will comprise music concerts, family entertainment shows, exhibition sports events, and other uses.
4. Cabinet and Full Council approved the funding package for the project in February 2014, when Programme Entry status for the project into the Economic Development Fund was approved by the Local Enterprise Partnership.
5. In late 2014 the current owners of the Cattle Market Site advised the Council that they were minded to progress a sale transaction with the Council. Since then significant progress has been made by both parties to agree a transaction on using funds being available from DCLG to fund its acquisition. It is unlikely however, that such a transaction can be completed by 30 March 2015.
6. Bristol City Council is not able to fund the purchase of both Arena Island and the Cattle Market Road site. The acquisition of Arena Island is essential to delivery of the 12,000 capacity Bristol Arena, a priority for the Mayor of Bristol.
7. Therefore we propose to fund the acquisition of the Arena Island site via a

grant in kind, rather than using Council capital funds as currently approved. This change permits funds to be re-allocated from those originally earmarked for the Arena Island site to the Cattle Market Road site, whilst securing for the Council ownership of the former.

Figure 1 – proposed arena and Arena Island developments per the spatial framework



8. Significant benefits can be gained by transferring ownership of the Arena Island site to Bristol City Council. These include:
 - Enabling the delivery of the flagship Bristol arena project, which itself will generate 400 net additional jobs and £160m net additional GVA
 - Funding a gap in the city’s cultural infrastructure
 - Accelerating the delivery of 12,000 sq m of floor space and over 700 jobs on remaining plots on Arena Island
 - Creating a wider range of development options, by bringing the entire site into Council ownership more quickly.

Figure 2 – Aerial view of Cattle Market Road Site adjacent to Temple Meads Station and Arena Island.



11. The grant in kind will enable the Council to also acquire the Cattle Market Road Site which is necessary to:

- Secure development on this site, by enabling the Council to buy it outright
- Enable development of better pedestrian connections at Temple Meads Station and sites to the south of it to come forward in a co-ordinated and coherent manner, instead of in a piecemeal manner
- Secure maximum benefit from infrastructure projects that have already benefited from public funding, some of which are being developed out at present. These projects have been shaped to maximise permeability and public access across the Zone. Uncertainty around the potential to fit these schemes into the Cattle Market Road site may require new solutions to be found, adding to project costs.

The investment will have a positive regenerative impact on Bristol and the West of England beyond jobs. It will play a key part in:

- The development of enhanced public transport connections that, together with surrounding development, is of 21st century standard
- Creating a new link between the north and south of the city
- Capitalising on investment in a new rapid bus transit system, locating development in close proximity to the route
- Offering new and easily accessible employment opportunities to Bristol residents, most notably to the east in Lawrence Hill and to the

south of the station. Both areas have long standing deprivation problems.

It also offers wider regenerative impact:

- The scale of development and economic growth potential reflects Bristol's status as a European powerhouse and our ambitions for future growth
- It also enables an early win on a major rail enhancement scheme, capitalising fully on Great Western line electrification and delivered ahead of similar but HS2-related schemes
- It strengthens the opportunity for linking the economic growth of London, in the light of Crossrail and HS2, with that of Bristol.

The proposal:

- 12.** The option of a grant in kind has been selected instead of securing a grant to purchase the Cattle Market Road site because the purchase of that site cannot be guaranteed by 30 March 2015, the end of the funding window.
- 13.** The land values for Arena Island and Cattle Market Road reflect recent valuations carried out on both sites and negotiations to date held between the Council and landowners.
- 14.** The Council cannot afford to purchase both sites at this present time. Given the borrowing requirements the Council has in respect of the Arena itself, MetroBus and other capital projects, the Council would not want to further burden itself with debt. This is directly related to the reductions in revenue budgets available to the Council and the revenue cost that would be incurred from additional borrowing.
- 15.** A DCLG grant in kind facilitating the transfer of Arena Island from the HCA to the Council would enable the Council to purchase the Cattle Market Road site, by in effect redirecting funds from one purchase to another.
- 16.** Timing of the acquisition of the Cattle Market Road site is of key importance in two respects:
 - It is not possible for the purchase of the site to be achieved by the close of the funding window i.e. 30th March 2015. If DCLG were to fund the

purchase of this site through a capital grant to the Council, it is unlikely that this money could be spent for the purposes intended.

- Were the Council left with no option but to acquire the two sites using its own funds, Arena Island would be prioritised first as it is needed to deliver a Mayoral priority. Cattle Market Road could only be bought when the funds became available. There is nothing to suggest that they could be in the near term. This would most likely undermine current negotiations between the Council and the site's landowner, making a purchase much more difficult to achieve in the future.

17. These factors lead to the preferred options being selected: – the transfer of Arena Island facilitated by a grant in kind by DCLG enabling the acquisition of the Cattle Market Road site by BCC after 30th March 2015 – as being the only one feasible, as it gives flexibility for the Council to acquire the site through direct negotiations with the owner in 2015.

18. Affordability is affected by previous remediation of the Arena Island site, and the bridging of the River Avon creating a connection between Arena Island and Cattle Market Road. Without both investments it is unlikely that a reasonable return could be secured on this public land asset. These investments are essential to support the delivery of the new Bristol Arena. The Arena is a priority for the Council and the West of England Local Enterprise Partnership who, between them, are investing £91m in its delivery. It will create a cultural attraction in the heart of the Enterprise Zone and of Bristol, creating a landmark building that will itself generate high profile and support the development of the creative industries centre amongst others.

19. Additional benefits will be realised, improving affordability yet further. It will maximise the benefit of public investment in walkways due to be made via the RIF (and ultimately the Regional Growth Fund and Growing Places Fund). It will support the integrated development of land to the south of Temple Meads Station, plus better connections within the station underneath it. These will ensure that the new Arena is highly accessible from the Station and its surrounds, and give assurance that agglomeration benefits can be maximised.

20. It is recommended that investment is made to support the delivery of the transfer of Arena Island facilitated by a grant in kind by DCLG enabling the acquisition of the Cattle Market Road site by Bristol City Council after 30th March 2015.

Policy

- 21.**The development of the Arena is a key priority for the Council and will contribute significantly to the cultural infrastructure of the city. It will stimulate development in the BTQEZ and provide jobs and economic growth for the city and sub-region.
- 22.**The new generation Enterprise Zones reflect the Government's core belief that economic growth and job creation should be led by the private sector, and for Government to remove the barriers to private sector growth through reduced burdens for businesses including regulatory and administrative burdens.
- 23.**The Enterprise Zone programme was established to allow areas with real potential to create the new business and jobs they need, with positive benefits across the wider economic area. The creation of new Enterprise Zones provides another tool for Local Enterprise Partnerships (LEPs) and their partners to improve the local economy and increase their contribution to national growth.

Programme

- 24.**The programme below enables the HCA to transfer the Arena Island site to Bristol City Council by 30 March 2015. Bristol City Council is targeting the Acquisition of Cattle Market Road during summer 2015. This will enable the Council to bring forward development of both sites, creating jobs and floor space.
- 25.**The overall programme for the development of the project is set out below.

Key delivery milestones	Completion date
Full Business Case approval by DCLG	January 2015
Arena land transfer HCA to BCC	March 2015
BCC acquisition of Cattle Market Road	May/June 2015
Arena opening	November 2017
Arena Island phase 1 development completion	June 2018
Arena Island phase 2 development completion	September 2019
Arena Island phase 3 development completion	June 2020
Arena riverside pavilion	June 2020

Completion of Cattle Market Road phase 1 development completion	June 2020
Completion of Cattle Market Road phase 2 development completion	June 2020
Completion of Cattle Market Road phase 3 development completion	January 2021
Completion of Cattle Market Road phase 4 development completion	June 2022
Completion of Cattle Market Road phase 5 development completion	June 2022

Consultation and scrutiny input:

26. Place Resources & Scrutiny discussed the project in July 2014; Finance officers reported to Business Change Scrutiny in September 2014 and a special meeting of Overview Scrutiny Management (OSM) was held on 14th November 2014.

a. Internal consultation:

27.A number of council officers were contacted for their views on the project during the writing of the Outline Business Case and January 2014 Cabinet paper.

28.The Strategic Director for Place is the Senior Responsible Officer for the Arena project and EZ Programme, and chairs the Arena Project Board and Enterprise Zone Strategic Directors Board. There are regular briefings with the Mayor and cabinet portfolio Assistant Mayors, and also a reporting line into the BTQEZ governance structure.

29.The project has benefitted from Gateway Reviews led by Local Partnerships in April 2014 with a further review in November 2014.

b. External consultation:

30.During the OBC process a number of external parties were contacted for their views on the project and this was set out in the Outline Business Case and January Cabinet Paper. They included the Homes and Communities Agency, Network Rail, Destination Bristol, Bristol Music Trust, and arena operators and promoters. A Stakeholder Engagement Plan and Communications Strategy are in place. A briefing for local councillors and Neighbourhood Partnership leads took place in September to update them

on the Enterprise Zone and Arena. The Temple Quarter Stakeholder event is to take place at the Passenger Shed at Temple Meads Station during 18th March 2015 and the three previous events has attracted direct engagement with over 200 delegates in attendance.

Options considered:

- 31.**Option 1 - Do nothing, i.e. develop only Arena Island. Leave development of the Cattle Market Road site to the market.
- 32.**Option 2 - DCLG fund acquisition of Cattle Market Road site by 30th March 2015. Bristol City Council purchases Arena Island using its own funds.
- 33.**Option 3 - DCLG grant in kind leads to transfer of Arena Island from HCA ownership to that of Bristol City Council. Bristol City Council acquires Cattle Market Road site using its own funds.
- 34.**Option 1: Do nothing – Bristol City Council will receive the Arena Island land asset only upon practical completion of development plots. Upon practical completion they will become the freehold property of Bristol City Council. The development of the Cattle Market Road site would be left to the market.
 - On transfer of the freehold of any phase the purchase price for that phase will be paid by BCC to HCA.
 - The do nothing option would allow ownership of the site earmarked for the Arena to transfer to Bristol City Council and help ensure the viability of the business case for it, which is dependent on BCC owning the site and receiving rent from the operator. It would also permit integration of plots neighbouring the Arena site into the latter and the wider EZ area, excepting the Cattle Market Road site.
 - The do nothing option would not secure the development of the Cattle Market Road site and wider agglomeration benefits.
 - For the same capital investment amount by Bristol City Council, the Council becomes owner of Arena Island only rather than Arena Island and the Cattle Market Road site.
 - Uncertainty regarding regeneration of the Cattle Market Road site remains unchanged.
- 35.**Option 2: DCLG fund acquisition of Cattle Market Road site by 30th March 2015. Bristol City Council purchases Arena Island using its own funds.

- The deliverability of this option cannot be achieved, as it is not possible that a land deal could be completed by this deadline.

36. Option 3: Preferred option - DCLG grant in kind funds the transfer of Arena Island from HCA ownership to Bristol City Council. Bristol City Council acquires Cattle Market Road site using its own funds.

- DCLG will grant £5.425m in kind to fund the transfer of the key strategic site of Arena Island from the ownership of the Homes and Communities Agency to Bristol City Council. This in turn will enable Bristol City Council to divert funds that would have been otherwise used to purchase the Arena Island site to the acquisition of the Cattle Market Road site.
- This would enable acquisition of the Cattle Market Road site to take place later in 2015. Confidence around the site coming into the Council's ownership should also support planning for site development on the Cattle Market Road site that fully integrates it into development of the Station and Arena Island.

Risk management / assessment:

37. Programme and project risks are reported for communication and escalation at both the Strategic Directors Board and the Programme Delivery Group.

38. The key risks are set out in the following table.

The risks associated with the acquisition of Arena Island & Cattle Market Road:							
No	RISK Threat to achievement of the key objectives of the report	INHERENT RISK (Before controls)		RISK CONTROL MEASURES Mitigation (i.e. controls) and Evaluation (i.e. effectiveness of mitigation).	CURRENT RISK (After controls)		RISK OWNER
		Impa	Probabilit		Impa	Probabil	
1	Negotiations with Cattle Market Owner fail	Med	Med	Consider and implement other options to take forward regenerating this blighted site.	Med	Med	Programme Delivery Team
2	Legal basis for land transfer needs to be agreed	High	Low	BCC allocate resource to complete legal agreements as soon as possible	High	Low	Project Team
3	The council's funding of the project is considered to be State Aid	High	Low	Implement State Aid strategy with legal advisors	Low	Low	Legal Services and Legal Advisors
4	Site abnormal costs and liabilities transferred to BCC during acquisition.	Med	Med	Conclude appropriate Due diligence to ascertain level of liability. Build in remedial costs into future development proposals.	Low	med	Programme Delivery Team
5	Conditions of grant transferred by previous remediation and enabling works projects passed on by current land owners.	Med	Med	Negotiations conditions as part of land transfer agreement with DCLG and HCA in line with spatial framework.	Low	Low	Programme Delivery Team

6	The council's assumptions on how City Deal money is to be made available are not the same as the final funding mechanics-potential for increased costs to the Council	Med	Low	Ensure modelling projections for servicing the debt are at all ranges and cover all scenarios. Work with LEP to clarify how the EDF money will be paid to Bristol	Med	Low	Programme Delivery Team
7	City Deal income projections do not materialise	Low	Med	Modelling shows this is unlikely- in the very unlikely event that they were delayed this may have an impact on our servicing of the debt.	Low	Med	Programme Delivery Team

The risks associated with <u>not</u> taking forward the acquisition of Arena Island & Cattle Market Road							
No.	RISK Threat to achievement of the key objectives of the report	INHERENT RISK (Before controls)		RISK CONTROL MEASURES Mitigation (i.e. controls) and Evaluation (i.e. effectiveness of mitigation).	CURRENT RISK (After controls)		RISK OWNER
		Impac	Probability		Impa	Probabil	
1	Arena Project is delayed.	High	Medium	Council will need to provide a contingency fund.	High	Medium	Arena Board
2	A blighted site remains	High	High	Support the private sector to take forward the development.	High	High	EZ Board
3	Economic benefits are reduced or not delivered	Med	High	Find alternative ways of producing these benefits in the TQEZ	Med	Med	Programme Delivery Team
4	Profile of the city is not enhanced	Med	Med	Promote the City in other ways or accept this risk	Med	Med	EZ Board
5	Limited ability to secure integrated development across sites from Temple Meads Station to Arena Island	High	High	Reliant on planning process to ensure Cattle Market Road is integrated into wider development	High	Med	Programme Delivery Team
6	DCLG grant not secured	High	High	Request extension to funding timescales.	High	High	DCLG
7	Uncertainty over future of Cattle Market Road site restricts slows down development on Arena Island	High	High	Seek to acquire Cattle Market Road site when funding becomes available	High	High	EZ Board
8	Failure to acquire Cattle Market Road site impacts on other infrastructure projects e.g. footbridge	High	Med	Examine scope to move landing point of footbridge to Arena Island to other location. Further funding required by RIF borrowing	Med	Med	Programme Delivery Team
9	Loss on Business Rate growth	High	Med	Bring forward other development sites to support growth.	Med	Med	Programme Delivery team

Public sector equality duties:

39. Previous best practice involving land assembly, design / construction will need to be embedded in the process from the very beginning and progressed further so that it will improve the offer to equalities communities. The process needs to be transparent and have the full involvement of Equalities Stakeholders throughout the planning, construction and implementation stages of the project so that the decision making processes are robust and comply not only with current national legislation but also includes local guidance such as the Environmental Access Standard. The Arena will achieve the Silver standard of the Attitude is Everything Charter, this is best practice model of delivering quality large venue entertainment for disabled people and other equalities communities.

40. An Equality Impact Assessment is attached as **Appendix I**.

Advice given by: Ann James, Equalities and Communities Cohesion Team Leader

Date: 2.03.15

Environmental Impact Assessment

The significant impacts of this proposal are:

41. Impacts relating to the construction and operation of the Arena were assessed in the January 2014 Cabinet report, which is available at https://www.bristol.gov.uk/committee/2014/ua/ua000/0116_6.pdf

42. The impacts arising from this proposal arise from the day-to-day operation of the Arena, which will be by a contractor on a long-term lease. These include energy and water consumption; the generation of waste; travel by staff and visitors (including a negative impact on local air quality); procurement of supplies and operation of concessions, including food provision.

43. **The proposals include the following measures to mitigate the impacts:**

The Preferred Bidder will be required to submit an Environmental Management Plan to address the following:

- a. Energy and water: operation of the building including reporting and target setting, for the duration of the contract.
- b. Waste: recycling and minimisation plans with particular regard to the hosting of events. Reporting and target setting.
- c. Travel: a travel plan for staff and customers, including the provision of facilities to reduce car use.
- d. Procurement: consideration of impacts arising from materials such as office supplies and building maintenance. Consideration of the Bristol Food Charter when letting food concessions.
- e. Other: maintenance of the car park, any SUDS or flood defences.

44. The Operator Service Requirements will form part of the contract between the Operator and the council. One of the documents produced as part of these will be the Environmental Management Plan.

45. We have reassessed with new Land Acquisitions Strategy and time scales in mind and conclude that the previous eco impact assessment completed

for the Cabinet Report approved on 2.12.14 is still current and appropriate, that would cover it.

46. The net effects of the proposals are: The overall impact is negative.

Advice given by:

Steve Ransom, Environmental Performance Programme Coordinator

Date: 03.03.15

Resource and legal implications:

Finance

47. Part of the Arena project is the acquisition of the Diesel Depot site, known as "Arena Island". December 2014 Cabinet decided that sufficient funding should be set aside to meet the cost of the Arena Island purchase and that such funding would be required in 2017.

48. The ability to use the DCLG funding in kind to facilitate the purchase of the Arena Island site will allow the Council to acquire both sites as well as guaranteeing the Council gains value from the DCLG grant.

49. The purchase of Cattle Market Road site will be sooner than the previously proposed payment timing for Arena Island and so will have a financial impact for the council, in terms of timing.

a. Financial (revenue) implications:

50. In order to purchase the Cattle Market Site, the Council will need to use funding identified at the December 2014 Cabinet for the purchase of Arena Island. This funding was expected to be used to purchase Arena Island during 2017 and the current timetable of land purchases will bring forwards the need to secure funding by two years.

51. This would bring forwards a revenue cost by two years. The overall cost to the council would remain the same. The cost to the Council of borrowing over 25 years is approximately £58k per £1m borrowed. The amount required to be borrowed is commercially sensitive.

b. Financial (capital) implications:

52. The council will need to borrow sufficient funds to purchase the Cattle Market Road site. This amount, equivalent to the expected cost of the

Arena Island site purchase will be required two years ahead of expected and reported to December 2014 Cabinet. .

Advice given by: Mike Allen, Finance Business Partner
Date:02.02.15

c. Legal implications:

- 53.** Site acquisition – As explained in this report 1-9 Bath Road and The Former Cattle Market Site are required to achieve the wider objectives of the Council for regeneration in the Enterprise Zone and delivery of a new Arena.
- 54.** There are no legal constraints on the Council when acquiring property, although this should be at market value and on the best terms reasonably achievable for the type of property.

Advice given by Andrew Jones, Team Leader, Legal Services
Date 23.03.15

d. Land / property implications:

- 55.** The Homes and Communities Agency will fund the road bridge from Cattle Market Road and supply a fully serviced site in terms of utilities. BCC is currently in negotiation with the HCA to acquire the whole of the Diesel Depot site with the grant in kind from DCLG. There is an opportunity to realise a profit from the non-Arena part of the site and depending on the value of the future uses on it this may equal or exceed this sum.
- 56.** The planning application for the arena will be submitted by the council as part of the development of the whole site. The site boundary plans are contained within Appendix II & III
- 57.** The Arena Island site will need to be acquired for the project to proceed.
- 58.** Ownership of both Arena Island and Cattle Market Road sites will enable the Council to provide maximum impetus to development of this part of the Enterprise Zone.
- 59.** The purchase price for each site is based on external valuations

Advice given by: Robert Orrett, Service Director Property
Date: 23.03.15

e. Human resources implications:

- 60.** There are implications for the recruitment of new staff with the skills and abilities that the project will need. The council will need to commit to a number of external consultant positions that are required within the Project Development Budget as well as internal posts already approved by the People Panel.
- 61.** There are no reductions, restructuring and/or redundancy implications. The Arena is expected to create opportunities for new jobs in Bristol. This in turn provides an opportunity to champion an inclusive workplace that embraces diversity, values difference and supports the full participation of all employees and the local community.
- 62.** The chosen operator will operate the facility and therefore no internal resource will be required.
- 63.** Further work on strategic HR planning will be actioned and monitored on a regular basis throughout the project. Operational decisions may impact on practices such as job design and training.

Advice given by: Mark Williams, HR Date 23.03.15

Appendices:

- I) Equalities Impact Assessment Relevance Check**
- II) Cattle Market Road Site Boundary Plan**
- III) Arena Island & 1-9 Bath Road (Kwik Fit) Site Boundary Plan**

APPENDIX I

Bristol City Council Equality Impact Relevance Check

This tool will identify the equalities relevance of a proposal, and establish whether a full Equality Impact Assessment will be required. Please read the guidance prior to completing this relevance check.

What is the proposal?	
Name of proposal	Bristol Arena
Please outline the proposal.	<p>The project is the construction of a new 12,000 capacity indoor arena on the former Diesel Depot site adjacent to Temple Meads.</p> <p>This Relevance Check is to accompany the December 2014 Cabinet Paper</p>
What will this proposal achieve?	<p>The project objective is to fill a gap in the City's cultural infrastructure and deliver an entertainment venue to serve the City and sub-region, with considerable economic benefits.</p>
Name of Lead Officer	The Senior Responsible Owner is Barra Mac Ruairí

Could your proposal impact citizens with protected characteristics? (This includes service users and the wider community)

Please outline where there may be significant opportunities or positive impacts, and for whom.

The Arena will provide a number of opportunities for the citizens of Bristol and the Sub-region. All citizens will be able to access the Arena as paying customers to see entertainment acts and shows. There will also be a considerable amount of economic benefits including construction jobs, and a number of direct and indirect jobs created when the venue is open. There will be opportunities for apprenticeships and local employment.

The building will be constructed to the latest accessibility standards ensuring access for all, including Part M Building Regulations

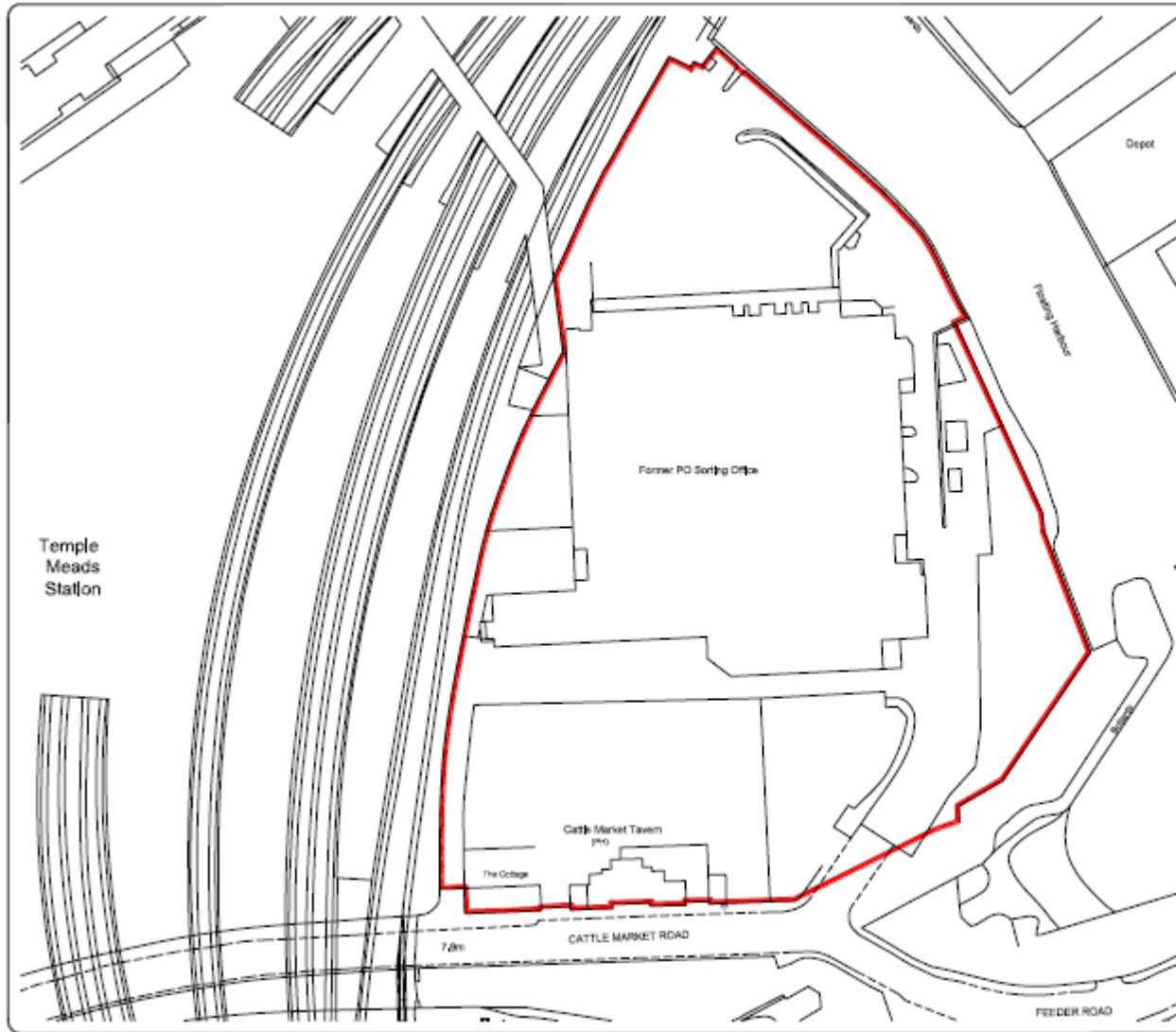
The contract will give the Council the right to pay for Community use of the venue if it so wishes.
Please outline where there may be significant negative impacts, and for whom.
Negative impacts could include inadequate numbers of wheelchair spaces being provided in the venue so disabled people may not be able to attend shows, the number of suitable disabled parking bays may be restricted due to the size of the area and the type of venue.
There may also be some indirect impacts in terms of congestion and car parking on nearby communities which could include equalities groups.

Could your proposal impact staff with protected characteristics? (i.e. reduction in posts, changes to working hours or locations, changes in pay)
Please outline where there may be significant opportunities or positive impacts, and for whom.
This is a building project with an external company operating the facility when it is open.
Please outline where there may be negative impacts, and for whom.
There are no direct impacts on BCC staff. The decision to fund the Arena will depend on a Cabinet decision to be made in the overall Budget in January 2014. (N.B. If funding is agreed it could have some indirect impacts that may not be known at this point but may need to be considered in the future)

Is a full Equality Impact Assessment required?	
Does the proposal have the potential to impact on people with protected characteristics in the following ways: <ul style="list-style-type: none"> • access to or participation in a service, • levels of representation in our workforce, or • reducing quality of life (i.e. health, education, standard of living)? 	
Please indicate yes or no. If the answer is yes then a full impact assessment must be carried out. If the answer is no, please provide a justification.	<p>Yes</p> <ul style="list-style-type: none"> • Due to the nature of the project a full EqIA will need to be completed. We are aiming to present a full EqIA in the middle of 2015 to time with the

	<p>appointment of the Building Contractor and continually reviewed it</p>
<p>Recommendation</p> <p>This EqIA Relevance Check has been signed off at this point in preparation for Cabinet; however it will need to be revisited with reference to the following bullet points. It is also important to realise that this may not be an exhaustive list and so other factors may need to be considered as the project moves forward.</p> <ul style="list-style-type: none"> • all procurement / commissioning activities • all changes to proposal / project • arena design / accessibility <p>This EqIA has been signed off on the basis of the above recommendations.</p>	
<p>Service Director sign-off and date: Alistair Reid 28.10.14</p>	<p>Equalities Officer sign-off and date: Jane Hamill 28.10.14</p>

APENDIX II Cattle Market Road Site Boundary Plan



Site at Cattle Market Road,
Bristol.

NOTE: To ensure boundary accuracy, please refer to deeds,
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CORPORATE PROPERTY	
Plan No	: N27161
Prop ID Ref	:
Polygon Ref	:
Scale	: 1:1,250 @ A4
Date	: 27 Nov 2012

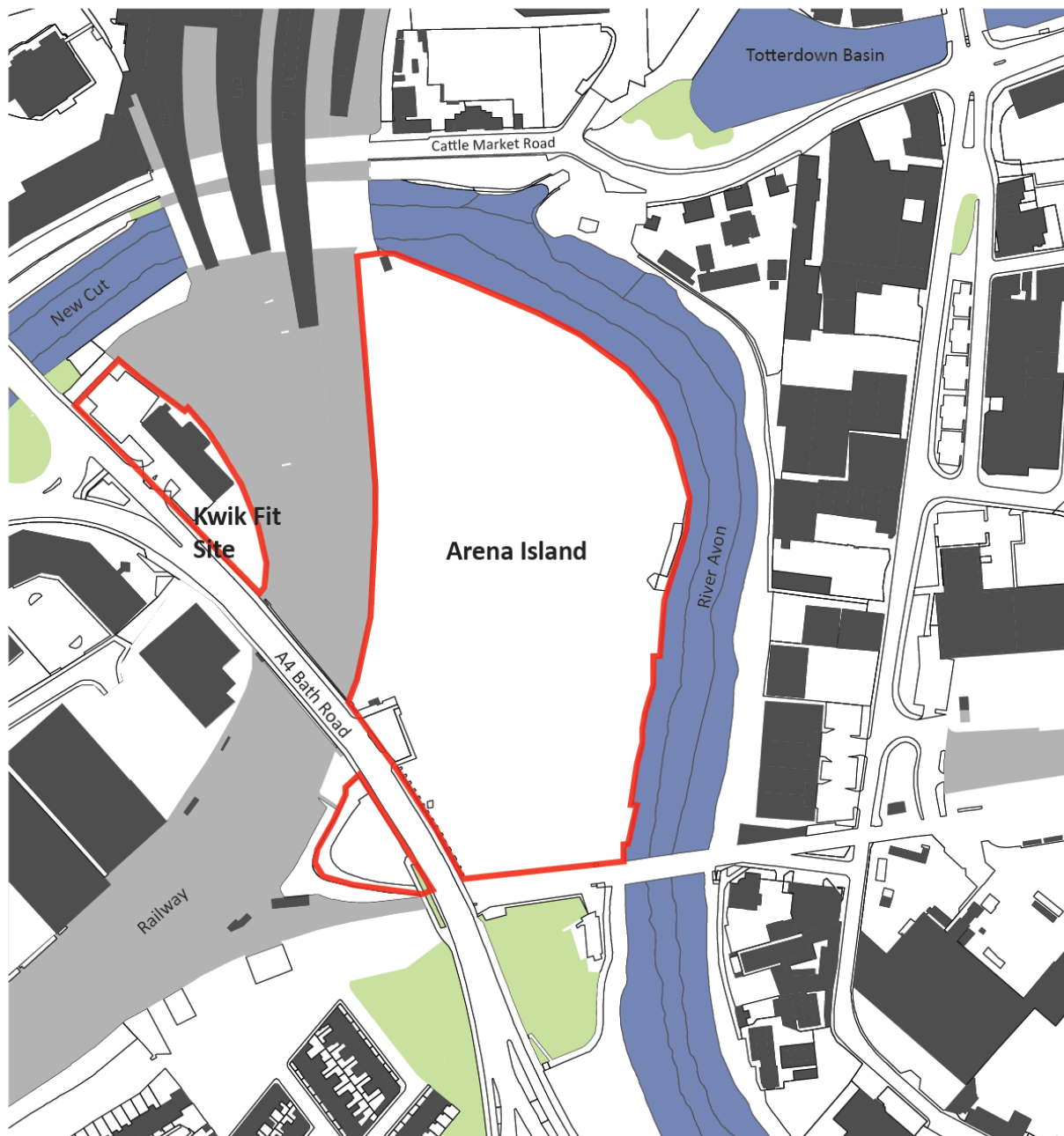


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 Will Godfrey, Strategic Director - Corporate Services

APPENDIX III Arena Island & 1- 9 Bath Road

Arena Island/ Kwik Fit Site

Bath Road



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Site plan at 1:2,500