

**CAMPBELTOWN - OPTIONS FOR SURPLUS CHORD FUNDS**

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**1.0 EXECUTIVE SUMMARY**

- 1.1 Report outlines spend Options for the surplus CHORD funds of £197,626 reported to MAKI Area Committee on the 6<sup>th</sup> April 2016 and the subsequent decision by members to seek Policy & Resources Committee approval to allocate £15,000 towards a mechanical road sweeper, thus leaving surplus funds of £182,626.
- 1.2 The Options are in line with the report that was approved by the Policy and Resources Committee on the 18<sup>th</sup> August 2016 which delegated the allocation of any CHORD surplus funds to Area Committees to approve in accordance with the original CHORD objectives at 4.2.
- 1.3 The Campbeltown CHORD funds were allocated to generate improvements to Campbeltown's heritage and conservation sites; to enhance berthing facilities in Campbeltown Loch and for Kinloch Road Regeneration.
- 1.4 Taking account of the amount of CHORD surplus funds available, the above criteria for the allocation of surplus funds and available staff resources, the report looked at options for further improvements to Campbeltown's heritage and conservations sites and to the regeneration of Kinloch Road.

**RECOMMENDATIONS**

It is recommended that the MAKI members:

- note the contents of the paper; and
- approve Option CN01 which is to transfer the surplus funds to the HES CARS initiative that will be managed by the Transformation Projects and Regeneration team within EDST.

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**2.0 INTRODUCTION**

- 2.1** Report outlines proposals for allocating the surplus CHORD funds of £182,626 in line with the report that was approved by the Policy and Resources Committee on the 18<sup>th</sup> August 2016 which delegated the allocation of any CHORD surplus funds to Area Committees to approve in accordance with the original CHORD objectives at 4.2.

**3 RECOMMENDATIONS**

It is recommended that the MAKI members:

- note the contents of the paper; and
- approve Option CN01 which is to transfer the surplus funds to the HES CARS initiative that will be managed by the Transformation Projects and Regeneration team within EDST.

**4. DETAIL**

- 4.1** In 2009 the Council approved an investment of approximately £30 million for five of its waterfront towns to assist regeneration and economic development in Argyll and Bute, Campbeltown's capital funding allocation was £6.50 million. It was agreed that the projects be delivered in the context of the programme objectives for each town as outlined in the original Outline Business Cases.

- 4.2** The Tables below outlines how the Campbeltown CHORD monies were to be spent:

Table 1 CN01 - Campbeltown Townscape Heritage Initiative

<i>WHAT:</i>	<ul style="list-style-type: none"><li>• to generate improvements to Campbeltown's heritage and conservation sites, renewing and restoring historic buildings.</li></ul>
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Table 2 CN02 - Campbeltown Berthing Facility

<i>WHAT:</i>	<ul style="list-style-type: none"><li>• the development of improved berthing facilities in Campbeltown Loch, to position the facility for an improved market presence.</li></ul>
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Table 3 CN03 - Kinloch Road Regeneration

<b>WHAT:</b>	<ul style="list-style-type: none"> <li>• to assist ACHA with their planned development of housing and community facilities.</li> <li>• to relocate the Council's road depot to another site to facilitate the housing development proposed by ACHA.</li> <li>• to investigate the potential for environmental improvement or renewal on underutilised land adjacent to the Council depot.</li> </ul>
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4.3 Anticipated benefits for Campbeltown include:

- Improved character and appearance of the gateway to Campbeltown and the town centre.
- Increased turnover and employment in the commercial, retail and hospitality sectors and through new housing.

4.4 On the 6<sup>th</sup> April 2016 officers reported to the MAKI Area Committee the level of CHORD surplus funds available following delivery of the three projects listed at 4.2 above. It was agreed at this meeting that officers would come forward with options for the allocation of the surplus funds, £182,626. The Options outlined below are in line with the report that was approved by the Policy and Resources Committee on the 18<sup>th</sup> August 2016 which delegated the allocation of any CHORD surplus funds to Area Committees to approve in accordance with the original CHORD objectives at 4.5. The options also take account of available staff resources to deliver the chosen option(s).

4.5 **OPTIONS –**

4.5.1 ***CN01 - Campbeltown Townscape Heritage Initiative***

Based on the positive impact the Townscape Heritage Initiative has had to date repairing occupied buildings, bringing derelict buildings back into economic use and the general enhancement to the town centre's build environment through grant assistance from external funders including Historic Environment Scotland (HES) and the Heritage Lottery Fund (HLF), it is proposed that the surplus CHORD funds are transferred in their entirety to the HES CARS initiative and managed by the Transformation Projects and Regeneration team within EDST. Details of the impact the CARS and THI has made to the town, to date, is outlined below.

4.5.2 From 2007 to 2015, 77 grants were awarded via CARS and the THI leading to over £7million of repairs to town centre properties. The Council contributed £1.2million and the majority of the work was carried out by local contractors. To build on this investment, the next Campbeltown CARS will run from 2015 to 2020 with the focus on essential repairs to key tenemental properties within the main core of the town centre. Repairs to priority buildings alone will

safeguard the future of 20 businesses and almost 70 jobs whilst creating opportunities for new businesses. The budget available for building repairs is £1.6million plus owner's contributions. Due to the high demand for funding, it is acknowledged that this will not be enough, therefore the additional CHORD funds will enable more projects to be supported.

#### 4.5.3 **CN03 - Kinloch Road Regeneration**

To further enhance the CHORD investment to date in Kinloch Road and surrounding environs, ask officers within Roads and Amenity Services to investigate the potential for environmental improvements or upgrade of underutilised land in the town centre in council ownership that will enhance the town centre's public realm and /or car parking arrangements.

#### 4.5.4 **CN02 – Campbeltown Transit Berthing Facility**

The step ashore facility construction was completed and has been operating successfully since the first week in June 2015. Visiting boat numbers are up and the operator is actively marketing the facility. Based on current performance, no further public sector investment in this facility is deemed necessary.

### 5. **CONCLUSION**

Taking account of the amount of CHORD surplus funds available, the criteria for the allocation of surplus funds, available staff resources and the economic impact the additional funds could make to the continued economic regeneration of Campbeltown town centre, the report has concluded that the surplus funds is best used to further enhance the town centre's built environment, option CNO1.

### 6. **IMPLICATIONS**

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| 6.1 POLICY    | The delivery of the CHORD programme fits with the Council's Corporate Plan, Single Outcome Agreement and approved Development Plan policy for town centre regeneration. The economic outcomes from these projects will contribute to the Government's Economic Strategy. |
| 6.2 FINANCIAL | The level of surplus funds has been agreed with Finance.   |
| 6.3 LEGAL     | There are currently no legal issues  |
| 6.4 HR        | The options identified take account of current staff resources.  |

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|-----------------------|---|
| 6.5 EQUALITIES        | There are no equal opportunities implications.  |
| 6.6 RISK              | Any future risk will be addressed as soon as a decision is made as to the utilisation of the remaining funds. |
| 6.7 CUSTOMER SERVICES | There are no Customer Services implications.  |

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**22 September 2016**

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