

PRIME MINISTER

7 November 1986

CARDIFFAN INNER CITY ANALOGY

For years the docks and the nineteenth century commercial centre of the city has declined. Nicholas Edwards and Mark Robinson are facing the challenge of your Government with revolutionary and imaginative proposals for the old Tiger Bay and Cardiff Docks. I visited Cardiff with scepticism, expecting the begging bowl for public funds. I was impressed.

1. It is proposed to put a barrage across the mouth of the Taff. This would pond back the water throughout the dockland and would enhance land values by at least £150m. It would also have a huge spin-off on local business. However, thanks to the Dartford Tunnel funding victory, this project (£50m) could be funded in part privately if a road or rail and/or shops were leased out on top of the barrage.


2. Urban Development Grant provided a £2m dowry to the Holiday Inn Hotel chain to take a ghastly site on the edge of Docklands. The results included a Holiday Inn which was built costing £9m, local hotels that invested £5m to face competition for the newcomer and improvements in the streets around the new hotel. Further, the Holiday Inn generated international business and finally the existing hotels benefited by increased business. (The latter had opposed

competition before it came, but are now pleased their objections to planning permission were rejected by the Secretary of State!!)

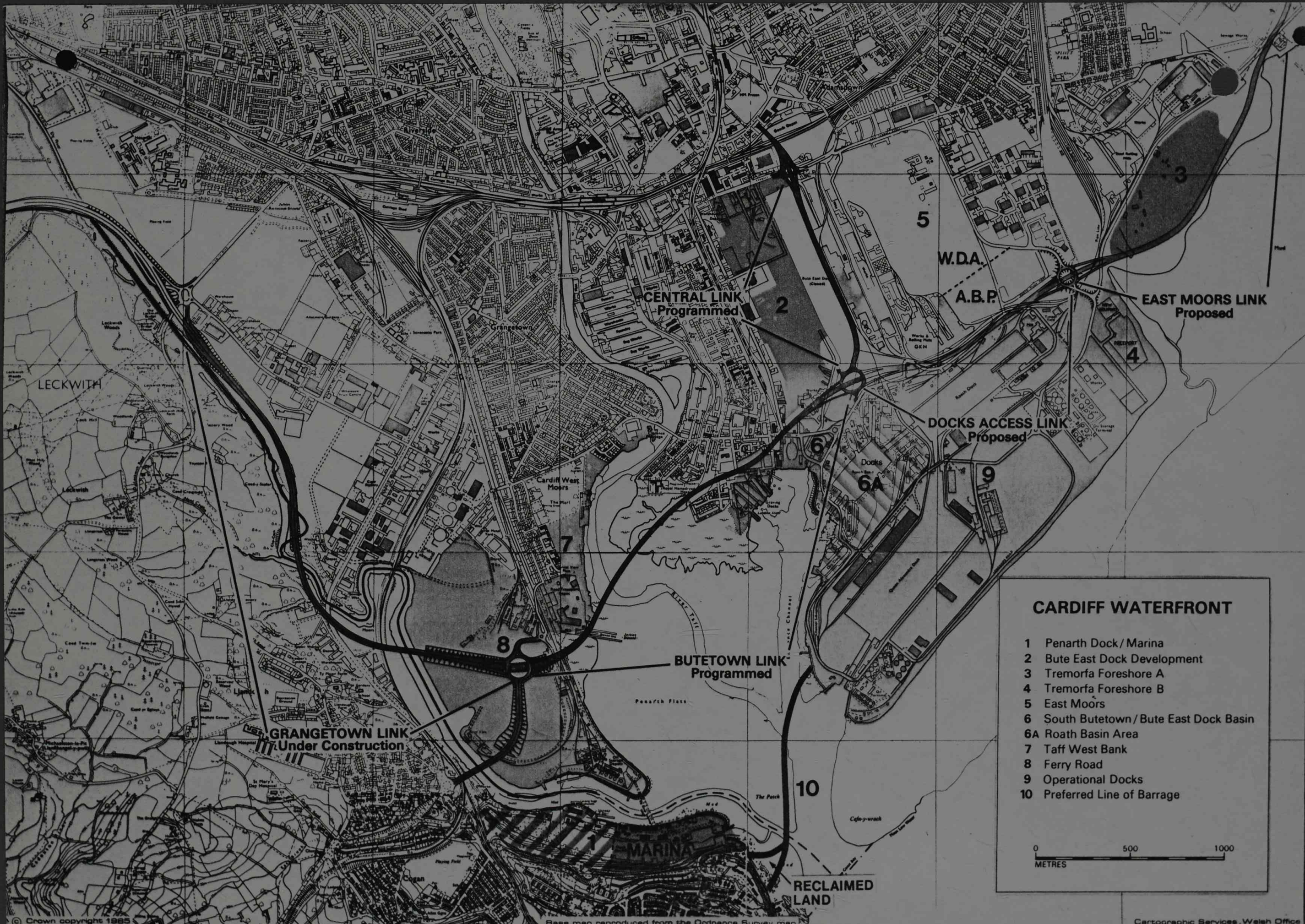
3. The Welsh Office will want to put a UDC into Cardiff Docks and will probably want to announce it this Autumn. They will or should say they can fund the cost (£30 million) themselves. While the UDC will provide a very welcome red tape crushing facility, precious little public money should be necessary. The intrinsic value of the site in Cardiff is superb.

4. England can learn from the Land Authority for Wales. It is a rare thing, a useful QUANGO. It does nothing but land assembly for redevelopment. It performs a quasi judicial function wielding compulsory purchase powers and has a budget constraint which forces it to sell its acquired land immediately.

I enclose a map of the Cardiff plan.



HARTLEY BOOTH



CARDIFF WATERFRONT

- 1 Penarth Dock / Marina
- 2 Bute East Dock Development
- 3 Tremorfa Foreshore A
- 4 Tremorfa Foreshore B
- 5 East Moors
- 6 South Butetown / Bute East Dock Basin
- 6A Roath Basin Area
- 7 Taff West Bank
- 8 Ferry Road
- 9 Operational Docks
- 10 Preferred Line of Barrage





CARDIFF WATERFRONT

- 1 Penarth Dock / Marina
- 2 Bute East Dock Development
- 3 Tremorfa Foreshore A
- 4 Tremorfa Foreshore B
- 5 East Moors
- 6 South Butetown / Bute East Dock Basin
- 6A Roath Basin Area
- 7 Taff West Bank
- 8 Ferry Road
- 9 Operational Docks
- 10 Preferred Line of Barrage

