

**P-05-770 Reopen Crumlin Railway Station – Correspondence from the  
Petitioner to the Committee, 31.08.17**

Dear Kayleigh Imperato,

Thank you for the information and opportunity to expand on this petition.

I'm attaching further information as requested.

It is a brief document taken from several sources outlining the case for the re-opening of a train station in Crumlin.

I hope the committee find it useful when they consider my petition.

I'd also like to take this opportunity to invite the committee or a representative from amongst them to come to Crumlin to see the site itself.

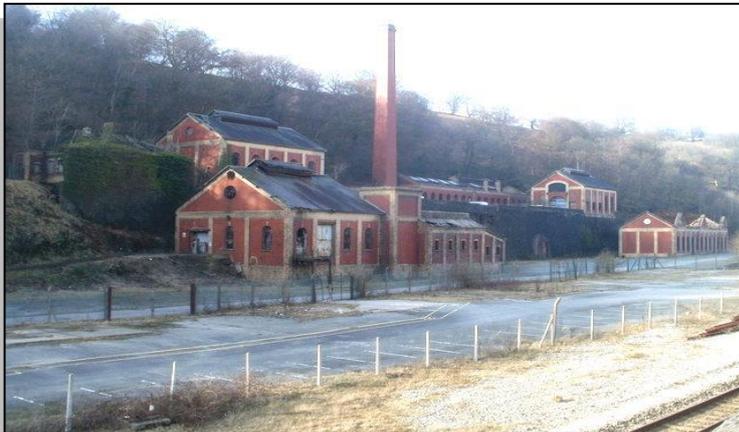
Yours,

**Cllr Mike Davies**

## Re:- Reopening Crumlin Train Station

The re-opening of a train station in Crumlin has been under consideration for many years. The scheme originally developed by SEWRTA to re-open the Ebbw Valley railway for passenger services did include a new station at Crumlin but this was not taken forward at that time as the resources available were focussed on providing the core valley rail service. Since that time the South East Wales Metro scheme (SESM) has been fully developed, now including a number of cross valley links and connections. Crumlin's key location clearly provides the main multi-modal interchange point between the enhanced Ebbw lines rail services and the main mid-valley Regional Bus Rapid Transport Route. Unlike most of the other stations on this line whose overall footprints are severely restricted, the proposed Crumlin station benefits from being situated away from the location of the original Crumlin low level station site and on the Old Navigation Colliery Site instead. This location has space for a full multi-modal interchange with adequate capacity for bus dwell time and a substantial car park with good access to the main highway network. It also has good highway access to the existing major employment locations of Oakdale and Croespenmaen business parks. Addressing the infrastructure issues at Crumlin and enhancing public transport would also allow consideration of a sustainable solution to the blight of air pollution in the locality with it having the most air polluted community outside of London.

The reopening of the train station would not only enhance transport options but would also provide the catalyst for regeneration of the whole site. Navigation Colliery is a landmark group of buildings over a century old located in Crumlin, Caerphilly. Built between 1907 and 1911, the site was designed as a "model colliery", benefitting from high quality construction materials and cutting edge machinery. It was one of the first collieries in Wales to be made primarily out of brick rather than stone. Although the mine ceased production in 1967, the pit head buildings and chimney stack are still standing and strikingly dominate the valley landscape.



The colliery site is a mixture of 15 Grade II and Grade II\* listed buildings and structures set over 4HA of land. CADW regard the site as the most important group of colliery buildings in Wales, describing them as "*a nearly complete colliery complex of national importance*".

The buildings are gradually deteriorating from environmental conditions. Many of these once proud buildings are now in a

state of advanced disrepair and urgent regeneration action is needed before nature claims the site forever.

A fully restored and regenerated Colliery site, with the buildings brought back into beneficial use, has the potential to be a truly transformative project with significant social, cultural and economic benefits to its surrounding rural communities and neighbouring regions.

The Navigation site is currently under the ownership of the South Wales Building Preservation Trust (SWBPT) who acquired the lease in 2011, supported by a local community Trust, Glofa Navigation Cyf, and the Friends of the Navigation community group. A project working group,

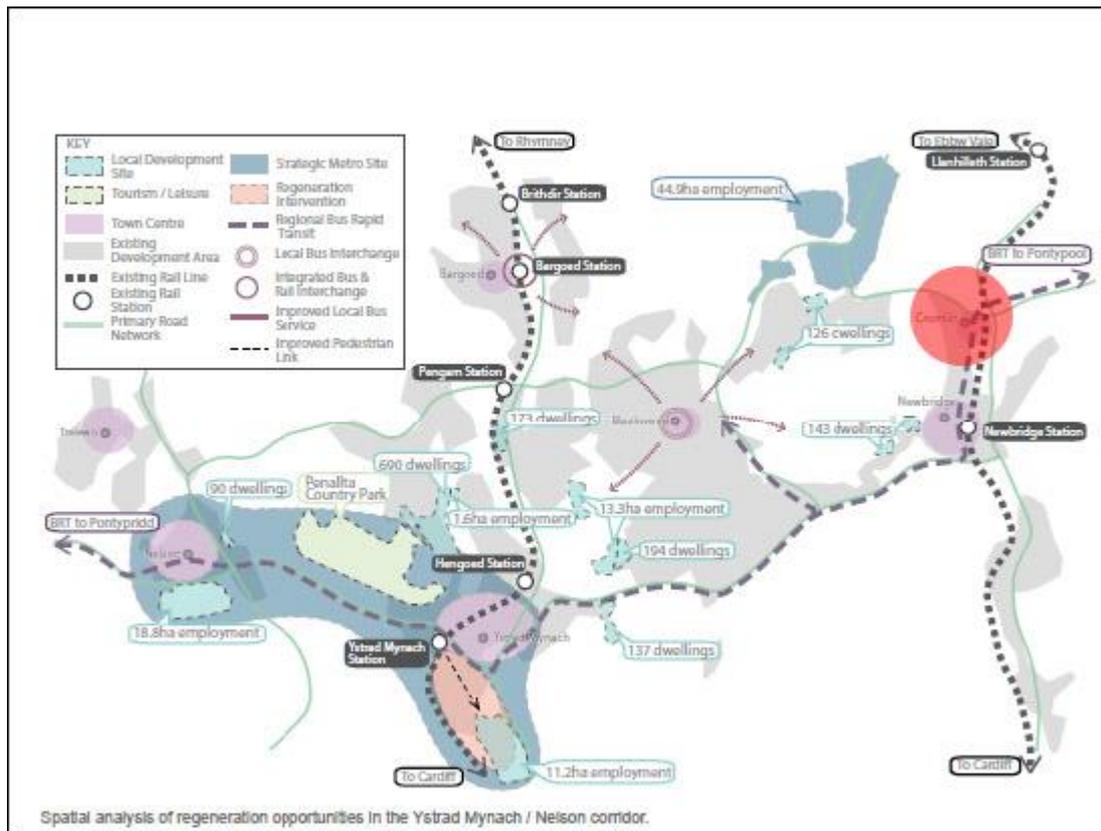
including Caerphilly County Borough Council's Urban Renewal Team, Cardiff Metropolitan University and the Prince's Regeneration Trust has been convened to work alongside SWBPT, Glofa and the Friends group to develop and drive forward a restoration Action Plan for the site.

The site could become a thriving centre for tourism and leisure. It's historical significance and the proximity to biking and walking opportunities makes it an ideal location for developing a range of leisure facilities, including accommodation and exhibition space. Crumlin would be seen as a place to visit and enjoy and not just a location to travel from.

The project also has the potential to significantly contribute to each of the 4 main themes outlined in the Cardiff Capital City Region strategic vision "Powering the Welsh Economy".

- *Connectivity: Deliver an integrated infrastructure which allows an effective, efficient and sustainable movement of people, goods and information, regionally, nationally and internationally.*
- *Skills: Our Region and our people are recognised globally for having the skills for life that meet the needs of our businesses and our communities.*
- *Innovation and growth: Support a thriving business community with international recognition, driven by an entrepreneurial culture and leading academic research.*
- *Identity: Build a vibrant and internationally recognised Cardiff Capital Region synonymous with quality of life.*

The Valleys Metro is a priority backbone project within the City Region strategy and the 2013 "Metro Impact Study" sets out the potential regeneration opportunities arising from the Metro routes and hubs, focussing on a number of key spatially targeted areas of investment, including the Ystrad Mynach Corridor as well as delivering benefits to nearby Blaenau Gwent and Torfaen. (Crumlin area indicated by red circle in image below)



Crumlin's key location provides the main multi-modal interchange point between the enhanced Ebbw Valley Rail (EVR) lines rail services and the main mid-valley Regional Bus Rapid Transport route (BRT). The proposed park and ride facility, if progressed, would be constructed within the southern end of the colliery site, which would place the project directly within a key strategic regional transport hub - unlocking significant investment and regeneration opportunities.

Previous feasibility studies identified a range of options to take the forward to design and implementation stage with a suite of mixed use options including arts, creative industries, heritage, cultural and learning, as set out below:

- Residential;
- Commercial / Industrial Floorspace;
- Office Accommodation;
- Hotel;
- Bunkhouse Accommodation
- Pub / Restaurant;
- Children's Play Space;
- Museum;
- Tourism / Heritage;
- Recreation Space / Trails;
- Community / Education;
- Artist Studios & Exhibition Space.

If the infrastructure issues were addressed, including the creation of a train station, some of the vacant land could be sold for development. This, coupled with the renewable energy plans for the site, have the potential to provide sustainable housing. The site also has the potential to be self-sufficient in green energy and possible become a net exporter via a proposed hydro-electric scheme being taken forward by the community interest company Crumlin Hydro CBC. There is also the potential for heat extraction from the South Wales Coalfield.

In addition, representatives from Cardiff Metropolitan University have identified the colliery site and buildings as a possible location for a regional Building Academy, with significant potential to establish itself as a flagship destination for innovation, research and educational provision.

It is considered that due to the size of the Navigation Colliery Complex and the buildings within it, accommodating one single use on the site would be difficult and may not present the most viable and sustainable option for the site.

Given the vast potential floor-space afforded by the Colliery buildings and the surrounding 4HA of land, the site, once restored, has the potential to accommodate a wide range of end uses across a variety of sectors.



Due to the size of the complex and the need to be pragmatic in approach, it is considered that a mix of the uses considered would create the most viable and sustainable site going forward. In order to realise some capital receipt from the site to assist in the renovation / conversion of the historic buildings, one possible option could

be to offer at least part of the site to the market for subsequent development.

In light of the huge potential of the site, and the range of economic activities and sectors the buildings could accommodate, future investment may be secured from a variety of sources:

- Heritage Lottery Fund
- Big Lottery Fund
- Coalfields Regeneration Trust
- European Structural Investment Funds
- Landfill Tax Scheme
- CADW
- Trusts and Foundations
- Welsh Government
- Private Sector