

No.

ENVIRONMENT AND REGENERATION SCRUTINY COMMITTEE

Minutes of a remote meeting held on 15th June, 2021.

The Committee agenda is available [here](#).

The Meeting recording is available [here](#).

Present: Councillor Ms. B.E Brooks (Chairman); Councillor Ms. S. Sivagnanam (Vice-Chairman); Councillors V.J. Bailey, Mrs. P. Drake, G. John, M.G.J. Morgan, A.R. Robertson, L.O. Rowlands and S.T. Wiliam.

Also Present: Councillors L. Burnett (Deputy Leader and Cabinet Member for Education and Regeneration) and P.G. King (Cabinet Member for Neighbourhood Services and Transport).

127 ANNOUNCEMENT –

Prior to the commencement of the business of the Committee, the Chairman read the following statement: “May I remind everyone present that the meeting will be live streamed as well as recorded via the internet and this recording archived for future viewing.”

128 APOLOGY FOR ABSENCE –

This was received from Councillor V.P. Driscoll.

129 MINUTES –

RECOMMENDED – T H A T the minutes of the meeting held on 18th May, 2021 be approved as a correct record.

130 DECLARATIONS OF INTEREST –

No declarations of interest were received.

131 BARRY DOCKS TRANSPORT INTERCHANGE WeITAG STAGE TWO (REF) –

The reference from Cabinet of 7th June, 2021 was presented to the Scrutiny Committee.

The Major Project Manager Regeneration and Planning introduced Mr. Paul Beecham and Mr. Tony Cahill from technical consultants Amey, who provided a

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PowerPoint presentation detailing progress of the Barry Docks Transport Interchange WeITAG Stage Two Outline Business Case study.

The Committee was advised that the Stage Two study had been completed by Amey which had also assessed the do-minimum scenario plus four options in consideration of an enhanced transport interchange at and around the Barry Docks Station:

- Option 1 - Bus Interchange (to be located south of Station on part of Docks Offices Car Park) and additional Park & Ride Car Park (to be located north of Station platform) i.e. no residential or commercial uses.
- Option 1A - Bus Interchange (to be located south of Station on part of Docks Offices Car Park) and additional Park & Ride Car Park (to be located north of Station platform) i.e. no residential or commercial uses plus drop off point on the proposed access road to the additional parking to the north of the station platforms.
- Option 2 - Bus Interchange (to be located south of Station on part of Docks Offices Car Park), additional Park & Ride (to be located north of Station platform) and Residential Uses possibly with a Commercial Use (to be located north west of station).
- Option 3 - Bus Interchange (to be located north west of station) and additional Park & Ride (to be located north of Station platform) i.e. no residential or commercial uses.

Cabinet had determined that the study be taken forward to Stage 3 of the WeITAG process during the 2021/22 financial year, subject to funding being approved by Welsh Government for continuation of the work.

It was reported that on the basis of the current WeITAG Stage Two study, it was considered that Option 2 had merit in being taken forward for further consideration at the next stage of assessment, based on the potential social, cultural and economic benefits and value for money identified.

In terms of funding for the study, the Head of Neighbourhood Services and Transport advised that this had been funded through the Cardiff Region City Deal (CRCD), and the Council would have to bid for further funding as the scheme progressed through the stages. The Committee also noted that the plans for this scheme were set out within the Vale's Local Development Plan and it was connected to the Metro project. Further to this point, the Major Project Manager Regeneration and Planning added that this represented a more complex undertaking as the CRCD required the Council to use a common framework which considered a range of factors. It was important to recognise, that although the Council may receive funding from the CRCD for the transport elements, CRCD would not provide funding for the housing development. This would be the subject of a business case for Stage 3, should the Council be successful.

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RECOMMENDED – T H A T the contents of the Cabinet report and the Cabinet resolution to take forward Option 2 – Bus Interchange (to be located south of station on part of Docks Offices car park), additional Park & Ride (to be located north of Station platform) and residential uses possibly with a commercial use (to be located north west of station), be endorsed.

Reason for recommendation

In support of the Cabinet resolution to take forward Option 2.

132 PROJECT ZERO – DRAFT CLIMATE CHANGE CHALLENGE PLAN (MD) –

The Head of Policy and Business Transformation presented the report which was to enable the Committee to comment on the draft Climate Change Challenge Plan following consultation and prior to consideration by Cabinet.

In conjunction with the Strategy and Partnership Manager, the Head of Policy and Business Transformation delivered a PowerPoint presentation which provided an overview of the consultation responses and the subsequent changes to the Draft Plan.

In commenting on the Draft Plan, Councillor John raised concern with the number of responses (132 survey responses) which may have given an indication of the level of public interest. The Head of Policy and Business Transformation advised that in addition to the 132 survey responses, the Council also undertook twitter polls which saw hundreds of people getting involved. What was important was for the Council to have ongoing engagement with the public and take on board feedback across a range of individual consultation exercises that the Council would be running.

Councillor Robertson raised concern with locally sourced food and encouraging people to grow their own, referring to the closure of local abattoirs and cattle markets such as Cowbridge. Councillor Robertson commented on the Council's Local Development Plan which had identified the need for ten thousand new homes to be built across the Vale. He queried what impact this would have on environmental sustainability. Councillor Robertson also asked how the Council would quantify that it had met its Carbon Dioxide reduction targets. In reply to comments regarding locally sourced foods, the Head of Policy and Business and Transformation stated that Councillor Robertson had highlighted the interconnectivity of issues associated with climate change and the way people's decisions and behaviours could make a difference. This was why there would be a mix and range of responses to support local food production and distribution. These would include encouraging retailers to source local food produce and giving people opportunity to grow their own food in community allotments which were alongside schemes like "Food Share", which would stock products from supermarkets which would otherwise have gone to waste.

Regarding cattle markets, the Head of Regeneration and Planning commented that Cowbridge cattle market had been affected by the Foot and Mouth outbreak back in

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the early 2000s and had been unable to meet the subsequent health and safety requirements. The Council was working with Welsh Government to facilitate solutions and looking at sites across Wales where farmers could sell their produce. With regard to housing and the Local Development Plan (LDP), the Head of Regeneration and Planning advised that the current LDP had been adopted in 2017. The Plan had been regularly assessed and deemed to be sustainable. The Plan would be reviewed to take into consideration the level and need for housing. The Head of Regeneration and Planning added that the current level of housing need had been based on evidence, but it was fair to say that environmental sustainability was more important than ever.

In terms of measuring the level of Carbon Dioxide, the Head of Policy and Business Transformation referred to the Welsh Government document - Public Sector Net Zero Reporting Guide. The Council also had established a group of Officers to consider the guidance in more detail to gather the evidence to produce a baseline and monitor this in the coming years. This would provide an indication of the areas to prioritise activity to have the greatest impact.

Councillor Ms. Sivagnanam queried whether there was more work needed in making high streets more of a green space, and she wondered whether the Council could be bolder and look into more creative ideas. In reply, the Head of Regeneration and Planning stated that town centres would be a key area of concentration post Covid, with support targeted to those areas struggling the most.

Councillor Robertson wanted it placed on record that he could not agree with the contents of the Plan, which he considered to be based on some flawed premises and which also did not go far enough to protect the environment of the Vale of Glamorgan.

Subsequently, the Committee

RECOMMENDED –

- (1) T H A T the revised draft Climate Change Challenge Plan attached at Appendix A to the report, be accepted.
- (2) T H A T the feedback attached at Appendix B to the report received through the recent consultation undertaken from 24th March to 12th May 2021, be noted.
- (3) T H A T the ongoing engagement being undertaken as part of the work around Project Zero, be noted.
- (4) T H A T the new Welsh Public Sector net zero reporting guide issued by Welsh Government on 24th May 2021 as described in the body of the report, be noted.

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Reasons for recommendations

- (1) Following consideration of the draft Plan (Appendix A).
- (2) To enable the Committee to consider the feedback received in response to the consultation on the draft Plan (Appendix B).
- (3) To update the Committee on the continuing engagement being undertaken as part of Project Zero.
- (4) To advise Committee of the publication of the new Welsh Public Sector net zero reporting guide.