

### Summary of the responses received an appraisal of views expressed

1. The points of view received as part of the consultation are set out in *italics* below and have been grouped according to the points raised where appropriate.
2. The Council's response to each point can be seen underneath, under the heading "Appraisal of views expressed."
3. Formal responses were received from:
  - Local Members – Cllr Rhys Taylor & Cllr Ashley Wood (Gabalfa Ward)
  - Estyn
  - Cathays High School Governing Body
  - Cathays High School Headteacher
  - Gladstone Primary School Chair of Governors
  - Whitchurch High School Headteacher
  - Cardiff Ajax Cycling Club
  - Cardiff Junior Triathlon Club
  - Whitchurch Cycling Club

### Local Member responses

4. Councillors **Rhys Taylor & Ashley Wood** (Gabalfa ward) submitted a joint response. The response included the following points: (a copy of the full response can be seen at Appendix 7)
  - *We recognise projected demand for places at Cathays High and welcome the proposed investment in a 21<sup>st</sup> century school and the associated facilities.*
  - *Our comments relate to the wider implications of the proposals, namely the loss of Maindy cycle track and open access space, the potential closure of Crown Way to through traffic, and comments regarding the potential for New Zealand Road to be re-opened to through traffic as a result.*
  - *We note the challenges of the staged statutory consultation process for school reorganisation and the ability of this stage of the consultation to address some of the wider questions generated by such a scheme. This has however created uncertainty and concern with residents feeling unable to engage fully with the process.*

#### Crown Way

- *There is significant concern about the potential for the closure of Crown Way to through traffic. Whilst we understand the rationale, given that the*

*new school site may be situated across the current and new site, however there are significant implications for traffic through Gabalfa should the road be closed. Whitchurch Road is already – in a pre-pandemic context – congested, and the restriction of through traffic along Crown Way will have implications for traffic travelling via Crwys Road and City Road and up to North Road.*

- *The council must be creative in addressing the challenges posed by a split site, for example could a bridge be constructed to connect the sites.*

#### *New Zealand Road*

- *We understand that during the public meetings on the consultation, officers made reference to the potential for New Zealand Road to be re-opened to through traffic. We understand that the design proposals will be subject to a full traffic assessment, but we cannot envisage any scenario where re-opening the road would be suitable or desirable. It would be contradictory to the council's intention to create low-traffic neighbourhoods by funnelling traffic down a compact residential street, and ongoing discussions with officers around proposals to designate New Zealand Road as a school street.*

#### *21<sup>st</sup> century school facilities*

- *It is important that local primary schools and the public are able to make full use of the recreational facilities that form part of 21<sup>st</sup> century schools. There is a distinct lack of such facilities in the immediate area, especially for local primary schools who currently travel in order to access facilities for sport activities.*
- *With regards to the cycle track, we note that cycling groups are content with the proposals and that the council has committed to maintaining the cycle track at Maindy until the proposed velodrome at the International Sports Village is operational.*
- *Support for the relocation of the track is not universally shared amongst residents. Many are concerned about the loss of the track from the area and open space as a result of the proposals. We also have concerns about any potential revenue implications for Maindy Leisure centre should the proposals for Cathays High not materialise as envisaged and the council opening a competing facility in the Bay.*
- *Residents are also concerned about the loss and distancing of facilities and open public space from the area, which many will find harder to access.*

#### *Green spaces*

- *We would welcome further detail and consultation in future on the maximisation of open green space and both the retention and growth of tree cover as a result of the scheme.*

## **Appraisal of views expressed**

5. The Council welcomes the support for the expansion and redevelopment of Cathays High School and the expansion of SRB provision at the school.
6. Following a period of growth within the primary sector, there has been an increased demand for places at entry to secondary education city wide in the past five years.
7. City-wide projections show that the demand for places in the English-medium secondary sector will further increase during the period of the Band B investment programme. The number of pupils in each of the year 3 to year 6 age groups in English-medium primary schools exceeded the combined Admission Numbers of 3,460 places at entry to English-medium secondary schools at January 2020.
8. The projections, based upon the most recent school census data (PLASC) received in 2020, show that the number of pupils entering Year 7 in English-medium community schools city-wide will continue to increase until the 2023/2024 academic year.
9. Based on the existing housing city-wide, the highest intakes at entry to secondary education (Year 7) of around 4,115 pupils are expected in 2022/2023 and 2023/2024. The intakes that follow are expected to reduce to around 3,900. A significant reduction in pupils entering secondary education, from existing housing, is projected from 2028/2029.
10. Separate to this, additional secondary school places will be required to accommodate children from new housing developments in the catchment areas of some existing schools.
11. The five secondary schools included in Cardiff's Band B 21st Century schools programme, including Cathays High School, are proposed to expand from a combined capacity of around 35.5 forms of entry to around 44 forms of entry. These proposals take account of the projected increasing intakes to secondary education in a number of areas of Cardiff in the period until 2024, and the continuing need for these places in the period that follows.
12. Forecasts suggest that rebuilding Cathays High School with 240 places in each year group would provide enough places to serve the existing Cathays High School catchment area and the wider area.
13. Current data shows a secondary school with three forms of entry (90 places per year group) would have enough places for the existing Cathays High School catchment area.

14. There are currently no large planned housing developments within, or close to, the Cathays High School catchment area. However, there are planned housing developments in the south of the city. This will significantly increase pupil numbers in neighbouring school catchment areas.
15. Cathays High School is well placed to meet excess demand for places from other catchment areas. Expanding Cathays High School would increase places to serve the central areas of Cardiff.
16. A new Cathays High School with 240 places in each year group would:
  - create an efficient class organisation
  - provide sufficient capacity for local children expected to want an English-medium community high school place, and
  - contribute some additional places to meet the projected demand from the wider area.
17. The Council's policy is to increase the use of sustainable modes of transport. Most journeys to education in Cardiff are within 3km of people's homes. Improvements to the safety of roads and routes for walking and cycling within school catchment areas would encourage more active travel.
18. This proposal will increase educational activity on this site through the expansion of mainstream and SRB places. The expanded provision will result in more trips to the site. These have the potential to add/alter existing pressure on the local highway network.
19. The Council's Local Development Plan (2006-2026) includes a target of 50% of all journeys to be made by sustainable transport. This will be achieved by ensuring that new development is fully integrated with transport infrastructure. This mitigates the transport impacts and maximises opportunities for travel by sustainable modes. It is important that this new school facility fully reflects the Council's transport policies and makes a positive contribution to modal shift. This can be achieved by ensuring that the design and layout of buildings and the site access arrangements prioritise travel by active and sustainable modes. The provision of on-site facilities, such as secure cycle parking spaces and lockers for storage of cycling clothes and equipment will also be essential.
20. Vehicular access to the school site will need to be limited to staff and vehicles requiring access for essential servicing. Currently no pupils (other than SRB pupils) are eligible for learner transport. The SRB pupil learner transport will need appropriate suitably segregated facilities for drop-off and pick-up. However, facilities for general pick up and drop off of other pupils by car should not be provided.
21. Parking on street near the school will be discouraged through the introduction of appropriate parking restrictions. The Council is currently introducing School

Streets in selected suitable locations; the use of Traffic Regulation Orders to restrict vehicular access on streets outside schools at morning drop-off and afternoon pick-up times. This approach could potentially be used to restrict parking and access associated with the new school. The expansion of Cathays High School, utilising the Maindy Centre site and the existing school site may necessitate the closure of part of Crown Way to vehicles.

22. Transport mitigation for the development will be identified through the Transport Assessment (TA) process. The first part of the TA has now assessed the traffic impact on the highway network. It has identified that potential changes are expected to result in some additional queuing at peak periods. However it is considered that the overall traffic impact of the development can be accommodated by the network.
23. The subsequent completion of the full TA will identify necessary works, including any safety measures, traffic calming and facilities for pedestrians, cyclists and scooting.
24. The Council is committed to ensuring that every school in Cardiff has an Active Travel Plan by 2022. Such a plan identifies actions by the school to support and encourage active travel to school and will also identify any improvements to on-site and off-site infrastructure required to facilitate active journeys.
25. The Active Travel Plan for the new school should be linked to the Active Travel Plans for the local cluster schools. This will help to encourage active travel across each age group and ensure that all pupils entering the new Cathays High School are equipped with the skills they need to travel to school by active modes. The Council's Active Travel Plans officers can support the development of the Active Travel Plan. Other support can be offered through the Council's Road Safety Team which delivers National Standards Cycle Training to schools in Cardiff.
26. At the Council's Cabinet meeting on in March 2021 it was recommended that the plans for the new Velodrome at the International Sports Village were approved in principal.
27. In December 2020, Cabinet gave authority to begin the consultation process relating to the proposed expansion of Cathays High School. The Council has been keen to modernise the city's Velodrome facility for some time. The delivery of a new Velodrome facility on an alternative site would allow the land currently occupied by the Maindy Velodrome to be used to support the school expansion should it be required.
28. The current Velodrome benefits from having access to Maindy Leisure Centre for storage of circa 400 cycles, workshop space, welfare facilities and studio space to ensure sessions can continue in poor weather and also to allow for meetings and off-bike training.

29. The proposal is to deliver a new purpose built Velodrome facility at the International Sports Village. The relocation of the track element is to be funded by a capital contribution from the Council. The balance of development - the Performance Hub - including storage, workshop space and welfare facilities will be delivered through revenue income. The current program set out in Confidential Appendix 2 anticipates the Velodrome could be operational within the International Sports Village by the end of 2022.
30. The Council has engaged with local cycling clubs and governing /representative bodies to ensure the design of the facility will (as far as is possible within the existing budget constraints) meet their expectations. These discussions will continue whilst the detailed designs are developed for submission to the Local Planning Authority. The existing facility at Maindy Leisure Centre will remain open until the new facility is completed and open for business to maintain continuity of provision. The Maindy Leisure Centre will continue to operate without the Velodrome facility thereafter.
31. The open space at Maindy is currently used for informal leisure by the local community – exercise, dog walking, access between Gelligaer Street and Crown Way/North Road and general leisure activities.
32. It is recognised this is one of few open spaces for residents in Cathays, Maindy and Gabalfa and therefore the new development will provide space and access for the community to continue these informal activities in community green spaces.
33. In addition, it is proposed that the playground at Gelligaer Street will remain. The BMX track for community use will be retained or relocated elsewhere on the Maindy or current site. The open-access MUGAs will also continue to be provided.
34. The views expressed during the consultation regarding the uncertainty around the site layout and the implications for access to open space are acknowledged. Further work has been undertaken to produce an indicative red line boundary map for the proposed school site which takes account of views submitted during consultation. This identifies the extent of the open access space that would be available, and includes the retained leisure centre and BMX track areas outside of the development boundary. These open space areas would be in addition to the facilities that would be provided within the boundary of the school, that would be available to the community outside of school hours. The red line boundary map is attached as Appendix 10.

## **Estyn**

35. A response from Estyn included the following points: (a copy of the full response can be seen at Appendix 7)

- *The proposer outlines the benefits of the proposal in addressing the expansion and redevelopment of Cathays High School in line with Band B 21st Century Schools priority schemes. These proposals take account of the projected increasing intakes to secondary education in a number of areas of Cardiff in the period until 2024, and the continuing need for these places in the period that follows. The proposal addresses a plan to provide sufficient capacity to allow the projected number of children within the Cathays High School catchment area who require a place in an English-medium community high school.*
- *It is Estyn's opinion that the proposal is likely to at least maintain the current standards of education in the area.*
- *The proposer has provided a clear rationale for the proposal. It is to expand Cathays High School from 1,072 places (5.5 Forms of Entry with 247 sixth form places) to 1,450 places (8 Forms of Entry with 250 sixth form places), from September 2023.*
- *Cathays High School is rated as a "C" category for condition, which means the buildings are poor condition with major defects. A significant percentage of its accommodation is demountable accommodation. To support the Council's aim to ensure that school facilities are fit for purpose, the proposal describes the intention to replace the Cathays High School buildings with new build accommodation on the Maindy Centre site adjacent to Crown Way and North Road.*
- *Currently a Specialist Resource Base for pupils with Autism Spectrum Condition (ASC) is located at Cathays High School and supports up to 16 pupils aged 11-18. The proposed expansion of Cathays High School in new build, 21st Century accommodation presents an opportunity to develop further the specialist provision within the school and to increase the number of places available from 16 to 50. This development would help to ensure there are sufficient places to meet increased demand arising out of a growing pupil population and a growing incidence and identification of ASC in Cardiff.*
- *The proposal highlights the challenges posed by the constrained school site, which limits access for pupils to outdoor facilities and does not include any full-size school pitch provision for pupils. It identifies that enhanced school facilities would be made available for shared use with the wider local community.*
- *The proposer considers advantages and disadvantages of the proposal. For example, Cathays High School buildings have a backlog of maintenance issues and addressing the maintenance backlog would only address health and safety issues. This would not provide a sustainable*

*school for the future. However, when identifying a potential increase in traffic as a disadvantage, the proposal offers little information as to how the local authority will deal with this.*

- The local authority identifies suitably a number of potential risks linked with the proposal, including unidentified development constraints, the possibility that they cannot secure Welsh Government funding and that the projected increase in the number of pupils does not happen. The proposer considers that based on the number of pupils in primary schools in Cardiff and proposed new housing in a number of areas of Cardiff, the last of these appears unlikely.*
- The proposer outlines that the proposed scheme forms part of the 21st Century School Programme and is to be funded through a Mutual Investment Model (MIM). They recognise the potential risk if the Council does not get the funding from the Welsh Government, and as a result the Council would be fully responsible for all costs relating to the proposal. In this case, the council would have to review investment options to ensure the delivery of sufficient school places. However, the proposer does not consider suitably how the reduction in places in neighbouring schools, due to the increased capacity at Cathays High, will affect the budgets of these schools.*
- The proposer identifies a few other options that they have considered. They note that they have considered the impact of refurbishing the current building at Cathays High School and this would address the capacity needs to Cathays High School. However, it considers that this would not be cost effective and would not significantly improve the learning environment or address the increase in the number of English medium places required at secondary age over a wider area. The proposer identifies that the construction of new facilities for Cathays High School would take place on the nearby Maindy Centre site and potentially on a proportion of the existing site, which it thinks is the most suitable site for the expansion and will support open community access.*
- The proposer gives due regard to the potential disruption to pupils during the construction work. It notes that pupils enrolled at Cathays High School would remain on their current site until the new build school facilities are ready. The Council acknowledges that change in routine and environment can be unsettling and upsetting for pupils on the Autism Spectrum. The ASC staff would support the pupils who attend the ASC SRB to enable them to adapt to the changes proposed*
- The proposer has suitably considered the impact of the proposal on learner travel arrangements, which is likely to be limited. It intends to support home to school travel in line with the council's home to school transport policy. It further recognises the Council's policy to increase the use of sustainable modes of transport. The proposer supports the*

*objectives in the Active Travel Plan ensuring that they will make improvements to on-site and off-site infrastructure required to facilitate active journeys.*

- The proposal shows clearly how surplus places will be affected at the school and in neighbouring schools. However, the rationale for creating extra spaces at Cathays High School appears to be based on the need to address overspill from other areas. The proposal document identifies that the local demand for places at Cathays High School is projected to drop off slightly. It bases the proposal to create extra spaces at the school on an expectation of additional demand from new housing citywide, and notes that 'Currently there are no large planned residential developments within, or in close proximity to, the Cathays High School catchment area. This means there would be no significant increase in the child population within the catchment area as a result of new housing developments'. As a result, when considering alternative options the local authority does not provide sufficient detail as to why they have discounted expanding provision elsewhere while providing better facilities of a similar size at the new Cathays site. The proposer identifies that they have completed a suitable equalities impact assessment, although it has not included this assessment in the proposal. The proposer believes that the proposal neither enhances nor impacts negatively on equality.*
- The proposer has completed a suitable Welsh language impact assessment. It does not expect any negative impact on the Welsh Language from this proposal and the*
- proposal would not change the number of Welsh-medium secondary school places available in the area.*
- The proposer has completed a suitable community impact assessment. The proposer believes that the proposal will enhance the opportunities for a number of community organisations to make use of Cathays High site outside of school hours. These organisations will be consulted on the proposed changes and consideration will be given to how to support these organisations in the proposed new build school have minimal impact on the wider community. It identifies appropriately positive impacts on the community. It recognises that there are very few open spaces for residents in this area and therefore the new development will provide space and access for the community to continue these informal activities in community green spaces. It believes that the newly built accommodation will improve access and facilities for pupils with special educational needs.*

### ***Educational aspects of the proposal***

- *The proposal does not provided sufficient information on the school's current performance, the standards of pupils' wellbeing, the quality of teaching or the effectiveness of leadership at the school. The proposer notes only that in 2020 the regional consortia placed the school in the green colour coded support category. The proposer has outlined the most recent Estyn inspection outcomes, however, this report is from 2013.*
- *The proposer gives on overarching statement on how it considers standards in education will be maintained and improved. It states that it works closely with the governing bodies of schools to make sure that, standards in schools are high, that teaching is good and that leadership and governance is strong. It highlights that it does not expect the proposal to have any negative impact on the quality of standards of education. The proposer expects that 21st century school facilities will better support the delivery of high quality education.*
- *The proposer stipulates that the proposed new 21st Century School will meet the needs of the new 'Curriculum for Wales' for learners (3-16) which is due to be implemented in Welsh schools from 2022. It proposes that the expansion and redevelopment of Cathays High School will provide facilities that allow for real-world practical learning with local organisations and employers context. The proposer mitigates the risk of the proposed changes, by ensuring that they would be planned carefully so that the schools leadership and governance are not disrupted, which could have a negative impact on educational outcomes.*
- *The proposer suitably considered that the proposal would strengthen the current provision offered for pupils with special educational needs. There is currently a Specialist Resource Base for pupils with Autism Spectrum Condition (ASC) located at Cathays High School which supports up to 16 pupils aged 11-18. The proposed new school, as a 21st Century school building would tailor the new SRB facilities to*
- *the needs of the young people who access it. The proposer aims to design the new resource base to fit the pupils' learning needs and to provide a calm and structured environment to help with anxiety and sensory challenges.*
- *The proposer does not believe there will be any impact on pupils with English as an additional language. There is no information available that suggests that the proposals would have a negative effect on pupils at the school who receive Free School Meals. The proposer notes that there would be no negative effect on provision for any ethnic group. The options, suggest that Cathays High School will enhance the learning experiences and opportunities to all ethnic groups by making use of the expertise and skills within the local area.*

## **Appraisal of views expressed**

36. The Council acknowledges the conclusions of Estyn on the overall merits of the proposals.
37. Issues related to traffic are addressed at paragraph(s) 17 – 26.
38. It is not expected that there would be a reduction in places in neighbouring schools due to the increased capacity at Cathays High School or any resulting affect on the budgets of these schools. As set out in the consultation document planned housing in the south of the city will significantly increase pupil numbers in neighbouring school catchment areas.
39. If Cathays High School remained at its existing capacity of 5.5 forms of entry, or a minor expansion to six forms of entry, there would not be enough places to meet demand from within its catchment area and the excess demand from within the neighbouring catchment area of Fitzalan High School.
40. Cathays High School is well placed to meet excess demand for places from other catchment areas. Expanding Cathays High School would increase places to serve the central areas of Cardiff.
41. As set out at paragraph 40, the expansion of Cathays High School will provide sufficient places to meet demand from within the neighbouring catchment area of Fitzalan High School. The Council has made a clear commitment to continuing investment in, and improvement of, Cardiff schools to make sure every child has the best possible start in life. A new build Fitzalan High School is currently in progress. Consideration was given to increasing the capacity of Fitzalan High School. However, given the nature of the catchment area and the challenges presenting, it was concluded that retaining the school at its existing capacity was the most appropriate option.
42. Information from the most recent Cathays High School Estyn report was included in the consultation document in accordance with the requirements of the School Organisation Code.
43. However, Estyn's view that additional information the proposal does not provided sufficient information on the school's current performance, the standards of pupils' wellbeing, the quality of teaching or the effectiveness of leadership at the school is acknowledged and will be considered when bringing forward any future proposals.

## **Cathays High School Governing Body**

44. The Cathays High School Governing Body gave their response via the online consultation form. (A copy of the full response can be seen at Appendix 7)

**Please explain why you support the proposal to increase the number of places at Cathays High School from 1, 072 to 1, 450?**

- *The Governing Body recognises the rationale for increasing the numbers at Cathays High and increasing to an 8 FE intake. We appreciate the Local Authority's recognition of Cathays High School's sustained success as a Green school with a good Estyn judgement and that Cathays' success with ensuring all pupils make progress. We would agree, therefore, that the school is well-placed in terms of teaching, learning, wellbeing and leadership capacity to increase in size. The Governing Body also recognises the improved opportunities in terms of economies of scale of increasing to a more optimum 8FE from the current 6FE. The school is well placed to receive pupils from all over the city due to our proximity to main public transport routes. This will enable an increase in numbers without significant increases in traffic or air pollution.*

**Do you support the proposal to transfer Cathays High School into a new building, with upgraded community facilities?**

- *The Governing Body is in complete agreement that the school will benefit significantly from a new school building and enhanced community facilities. These are urgently needed so that our pupils, families, staff and community have access to the state-of-the-art, 21st century facilities to which other school communities have been able to enjoy. The new facilities will be integral to ensuring we continue our journey as an excellent school. It will allow us to develop our new curriculum for Wales at Cathays with flexible and purpose-built facilities. As a school, we will also use these facilities to ensure the very best teaching and learning in every classroom and that we continue to be an inclusive and welcoming community.*
- *Having a new build will mean that these aims can be built into the very fabric of the building from the outset, ensuring that they are integrated parts of the school. We will use the new facilities to become a school at the heart of our community taking the opportunity to use these facilities to build a strong local community for Cathays and Cardiff, ensuring that we develop young people invested in, and feeling a clear sense of belonging to, their local society.*

**Do you agree that the number of places in the Specialist Resource Base at Cathays High School should increase from 16 places to 50 places?**

- *The Governing Body totally supports the proposal to increase the size of the SRB from 16 to 50. As a school, we pride ourselves on our strong inclusive culture and ethos. We have developed an outstanding SRB that has seen many young people successfully overcome barriers to learning and social inclusion to gain strong qualifications, improved social skills and clear learning and career pathways after their time with us ends. The main barrier to us expanding this successful provision and supporting more young people is the physical limitations of our school, even though we currently*

*have 21 students within the SRB. The new, purpose-built facilities will allow us to use our expertise and experience to support more young people who would otherwise not be able to access the facilities and provision.*

### **Are there any changes you think could improve these proposals?**

- It is vital that the school has the sporting facilities on-site that have been promised in the initial consultation. Students of Cathays High School have been significantly disadvantaged over many years with a lack of on-site sporting pitches and facilities and this needs to be rectified in the new design and build. We need to ensure that there is ample on-site parking for those staff that are unable to walk, cycle or use public transport to get to school. In other recent school site developments, this has not been ensured and staff have ended up having to park in the residential streets. The Governing Body would whole-heartedly support a more developed active travel plan for those students and staff where this was a feasible option. The security of the site needs to be of paramount importance. The Governing Body understands that new designs have to follow Welsh Government regulations on site security but would like to emphasise the importance of this. The Governing Body would also wish to emphasise the need for a building that is as carbon neutral as possible in both the building process and the finished design and build.*

### **Appraisal of views expressed**

45. The Council welcomes the support of the Governing Body.
46. The Council notes the request for consideration to be given to on-site parking for those staff that are unable to walk, cycle or use public transport to get to school. The Council is committed to maximising opportunities for more people to travel to school sites across Cardiff by sustainable modes. It is important therefore that this new school facility fully reflects the Council's transport policies and makes a positive contribution to the modal shift.
47. Access to the site by private car will need to be carefully managed, particularly given how close the site is to existing residential housing. On-site parking should be planned in accordance with the Council's Managing Transport Impacts Supplementary Planning Guidance (SPG) (2018). The parking requirements for schools within the SPG is one parking space per 30 pupils.
48. The Council welcomes the Governing Body's commitment to building stronger links with the community and to encouraging use of the school facilities.
49. With significant sports and wider leisure provision now established, or being developed, in many schools a key objective is to enable third party to access the sports facilities at schools, on a sustainable financial basis.
50. The Welsh Government's aim for shared facilities in community-focussed school are to:

- Provide opportunities for the local community and sports organisations to participate in sport and physical activity for health improvement and development of their skills, particularly amongst low participant groups;
- Operate in line with the national agenda for sport taking into account nationally adopted strategies;
- Generate positive attitudes in sport and physical activity by young people and reducing the dropout rate in sports participation with age;
- Increase the number of people of all ages and abilities participating in sport and physical activity including people with disabilities;
- Use the facilities to encourage the range, quality and number of school sports club links and to stimulate competition that is inclusive of young people and adults;
- Provide affordable access to the facilities and to be self-financing and cost neutral in the first instance, generating sustainable income for the school in the future.

51. The development of a viable model for all schools across the city to be accessed by the communities which they serve is needed.
52. Any new buildings would meet Welsh Government funding conditions such as BREEAM (Building Research Establishment Environmental Assessment Method) (a sustainability assessment method that is used to masterplan projects, infrastructure and buildings) certification and be designed in accordance with the Department of Education: Area guidelines.
53. Detailed designs would be agreed with the Headteacher and governing body if the proposals are progressed to implementation. The input of children and young people into developing the site would be integral to project implementation at all stages.

#### **Cathays High School – Headteacher**

54. The Headteacher of Cathays High School gave their response via the online consultation form. (A copy of the full response can be seen at Appendix 7)

#### **Please explain why you support the proposal to increase the number of places at Cathays High School from 1, 072 to 1, 450?**

- *The additional places are needed to support all children in Cardiff being able to have high quality secondary education. Cathays High School is a good school with strong outcomes for all pupils and very high quality teaching and learning which can benefit more young people in the city. Furthermore, the school is perfectly situated geographically to take pupils from all over the city given the ample public transport links with the rest of the city which will mean the increase in pupils should not see a correspondingly high increase in the amount of traffic as a result.*

- *The increase for the school will take it to an 8 form of entry which is a more optimal number in terms of securing value for money without losing the benefits that having a close-knit community brings in terms of all colleagues knowing the needs of all the young people we support. It will also ensure that we are able to ensure that other schools across the city do not go over the 10FE optimal number which could make them less effective.*

**Do you support the proposal to transfer Cathays High School into a new building, with upgraded community facilities?**

- *Cathays High's building was first opened in 1932 as two single-sex grammar schools for around 500 students combined. We are now a high school of over 1,000 students with less space than the original grammar had. The subsequent temporary accommodation is inadequate to meet our needs in many places. We are also a very over-crowded site with limited space for young people and staff to work, learn, play at break and lunch or undertake extra-curricular activities. There are no sports pitches at Cathays and children and staff have to be transported to Heath Park to undertake field sports which limits what can be undertaken and cuts into the curriculum time for the PE team.*
- *Also, our ability to support the local community with sports, cultural and activity space is very limited. This is an area we would love to be able to provide a better service in and to develop links with community groups so that we can utilise the knowledge and expertise in our curriculum to enable our young people to learn new skills and have new experiences. This would hopefully ensure that the new facilities will be a key part of building strong local communities with young people invested in their local area, giving them a feeling of belonging and care for Cathays, Cardiff and Wales.*
- *Cathays High School is an excellent school in many ways with very talented, committed and hard-working pupils and staff. What we don't have at the moment is a an outstanding building, facilities or site. The young people, families, staff and wider community of Cathays deserve the chance to live, work, and have access to these state-of-the-art buildings and facilities.*

**Do you agree that the number of places in the Specialist Resource Base at Cathays High School should increase from 16 places to 50 places?**

- *Cathays High's SRB is well-established and has been judged as providing excellent support and education for young people on the autistic spectrum. It has secured excellent outcomes from starting points of all the children who have been part of the provision enabling them to have onward learning pathways once they have completed their secondary education. The colleagues of the SRB develop strong and meaningful relationships with the families of the young people who access the SRB and have ensured that they work together to provide the very best support for our students.*

*Therefore, it is a sensible and well-reasoned plan to increase the number of places available in the SRB on a purpose-built site.*

- *There are increasing needs for SRB placements within Cardiff that often outstrip the supply of places across the city. Cathays High is currently limited by our small site and facilities from expanding the SRB any further. It is imperative therefore, that a well-established and successful SRB is allowed to expand to meet this increased need in a cost-effective and value-for-money provision.*

**Are there any changes you think could improve these proposals?**

- *I would urge the cabinet to consider the closure of Crown Way to through traffic as it is currently a hazard to children attending the school and requires a significant amount of resource to supervise the starts and ends of each school day.*

**Do you have any other comments?**

- *I think it is absolutely essential to the continued success of Cathays High that it has a new site and facility to bring into the 21st century and provides the young people, their families, the staff and the wider-community of Cathays and Cardiff with access to purpose-built state of the art facilities. It will enable us to plan a meaningful new curriculum which meets the needs of our community and recognises and celebrates the diversity of our community and our similarities as citizens of Cardiff, Wales and the world. As a school, we would relish the opportunity to better meet the needs of our wider-community through building on the success of our Family Learning Group and providing access to our facilities and engagement in our pupils' curriculum.*

**Appraisal of views expressed**

55. The Council welcomes the support of the Cathays High School Headteacher and the commitment to support the local community.
56. It is acknowledged that the provision of 21<sup>st</sup> Century School facilities will support the development of the school and help to build on existing successes.
57. Any changes to Crown Way will need to be informed by the Transport Assessment and by further consideration of the best options for layout and design of the new school development.

**Gladstone Primary School – Chair of Governors**

58. A response from the Chair of Governors at Gladstone Primary School included the following points: (a copy of the full response can be seen at Appendix 7)

- *All pupils attending all schools in the Cathays and Gabalfa area need access to 'green' outdoor space which is at a premium on all sites. It is vital that the plans for the expansion of Cathays High School do not adversely impact upon the local primaries ability to access the facilities currently offered at the Maindy site. For example swimming lessons in the pool, use of the area inside the velodrome to develop cycling skills, use of the site for sports days and other sporting events.*

### **Appraisal of views expressed**

59. There are no proposed changes to The Maindy Leisure Centre arising out of these proposals and pupils and the wider local community will continue to be able to access these facilities.

### **Whitchurch High School - Headteacher**

60. The Headteacher at Whitchurch High School gave their response via the online consultation form. (A copy of the full response can be seen at Appendix 7)

### **Please explain why you support the proposal to increase the number of places at Cathays High School from 1, 072 to 1, 450?**

- *Assuming that the need in the southern part of the city is confirmed and that this increase doesn't affect pupil numbers in neighbouring schools.*

### **Do you support the proposal to transfer Cathays High School into a new building, with upgraded community facilities?**

- *The current school building is clearly no longer fit for 21st century learning.*

### **Do you agree that the number of places in the Specialist Resource Base at Cathays High School should increase from 16 places to 50 places?**

- *Given the projected need, this would make sense.*

### **Do you have any other comments?**

- *I think that there would need to be an absolute commitment that increasing pupil numbers in Cathays does not have a detrimental effect on pupil numbers in neighbouring secondary schools.*

### **Appraisal of views expressed**

61. The Council welcomes the support of the Whitchurch High School Headteacher and the commitment .to support the local community.
62. Issues related to the need for places are addressed at paragraph(s) 6 – 16.

### **Cardiff Ajax Cycling Club**

63. A response from Cardiff Ajax Cycling Club included the following points: (a copy of the full response can be seen at Appendix 7)
- *The proposals overall appear to be potentially beneficial to the community as a whole. The Cycling Club's interest is in relation to the closure and relocation of the velodrome as a result of the proposed expansion.*

### **Appraisal of views expressed**

64. The Council welcomes the support of Cardiff Ajax Cycling Club.
65. A separate Cabinet report exploring the proposed move of the Cycle track to Cardiff Bay Velodrome was considered on 18 March 2021. A copy of the report can be seen at Appendix 11.
66. The Council has engaged with local cycling clubs and governing /representative bodies to ensure the design of the new Velodrome facility will (as far as is possible within the existing budget constraints) meet their expectations.
67. These discussions will continue whilst the detailed designs are developed for submission to the Local Planning Authority. The existing facility at Maindy Leisure Centre will remain open until the new facility is completed and open for business to maintain continuity of provision. The Maindy Leisure Centre will continue to operate without the Velodrome facility thereafter.

### **Cardiff Junior Triathlon Club**

68. A response from Cardiff Junior Triathlon Club included the following points: (a copy of the full response can be seen at Appendix 7)
69. *Maindy Leisure Centre is our home training facility. We ask that when the school is designed some area is made available for us to continue to be able to run & cycle in a safe enclosed area.*

### **Appraisal of views expressed**

70. The Council acknowledges the views of Cardiff Junior Triathlon Club. The existing velodrome facility at Maindy Leisure Centre will remain open until the new facility at Cardiff Bay International Sports Village is completed and open for business to maintain continuity of provision. The Maindy Leisure Centre will continue to operate without the Velodrome facility thereafter.
71. The design of the new school building will be informed by a number of factors including the provision of suitable appropriate sports facilities.

72. There will be opportunities for local community groups to make use of the new sporting facilities that will be available for community use at the new build Cathays High School.

### **Whitchurch Cycling Club**

73. A response from Whitchurch Cycling Club included the following points: (a copy of the full response can be seen at Appendix 7)
- *Whitchurch Cycling Club are supportive in principle of improvements to cycling infrastructure in Cardiff and welcome the investment in improved facilities. However, we consider that the new track proposed at the International Sports Village should be in addition to existing facilities in Cardiff. The replacement of an existing facility that is well located and fit for purpose, with an alternative edge of city location is not appropriate. The COVID-19 pandemic has seen a welcome increase in the number of cyclists within the city and it is important that these cyclists are encouraged to continue to participate in the sport both for exercise and for active travel in the future. The Maindy cycle track is in an excellent position in a central location within the city in close proximity to the Taff trail and other local cycle routes and should be supported moving forward as part of a network of cycling facilities.*
  - *We therefore object to the proposed loss of Maindy track as part of the Cathays High School redevelopment proposals for the reasons set out below.*

### **Lack of Consultation**

- *Maindy cycle track is a well-used cycling facility used by a number of Cardiff-based clubs. It is disappointing that the consultation document only refers to Maindy Flyers and doesn't mention the other clubs that use the facility on a regular basis, such as Whitchurch Cycling Club, Cardiff Social Cycling, Ajax, JIF, Cardiff University and Cardiff Junior Triathlon Club. All regular club users of the facility should have been consulted on the proposals.*
- *Furthermore, the consultation form does not seek views on the proposed loss of the cycle track, which will have discouraged interested parties from making comments about this important element of the proposal. Furthermore, the wording of question one implies that you are only entitled to an opinion if you are affiliated to a local school. The poor wording and limited scope of the consultation form means that it will not provide a true picture of the strength of opposition to the loss of the track.*

### **Conflict with Planning Policy**

- *It is considered that the proposed replacement cycle track would be contrary to Policy C2 of the adopted Local Development Plan on the Protection of Existing Community Facilities. This policy states:*
- *Proposals involving the loss or change of use of buildings currently or last used for community facilities will only be permitted if:*
  - An alternative facility of at least equal quality and scale to meet community needs is available or will be provided within the vicinity or;*
  - It can be demonstrated that the existing provision is surplus to the needs of the community.*
- *The supporting text for the policy states that this policy would apply to both commercial and non-commercial uses and both land and buildings. As the facility is not surplus to requirements, the alternative cycle track would need to be provided in the 'vicinity.' The proposed alternative site in the Bay is 4.3 miles away or a 23-minute cycle (as identified on Google Maps using National Cycle Network route 8). This alternative site is not 'in the vicinity.'*
- *In the lighter summer months in particular, many of our younger members can ride to Maindy to take part in sessions, as the track is currently in a very accessible location to the main centre of population. Given the distance of proposed replacement site at the International Sports Village, this would involve many of our members having to travel by car to the venue, as it is too far to expect young children to cycle to the alternative venue, take part in a coached cycling session, then cycle home. Other members may be reluctant to travel at all, which may affect the financial viability of the club being able to offer such sessions.*

### **Maindy track is not developable**

- *We are aware that ground investigations have been carried out due to former use of Maindy track as a clay pit and it is understood that the track itself is not suitable for built development and would therefore need to be used for the school sports provision. If this is the case, it would be logical to retain the track as part of the school's sports facilities. There is land in the centre of the track that is under-utilised and could offer additional sports provision such as a pitch or series of five-a-side pitches.*
- *It is recognised that there is a potential safety issue if ball sports were played in close proximity to cyclists on the track. However, the facilities would be used at different times. The peak demand for the cycle track would be at weekends and evening, whereas pitches would be during the school day. An alternative could be to erect a high fence around the central part of the track to prevent balls entering the track. A bridge could provide access from outside the track into the centre to avoid pupils and other users having to cross the track.*

- *The retention of the cycle track would also generate an income and help the financial viability of the Maindy Centre.*
- *Alternatively, there appears to be no reason why any pitches could not be accommodated on the site of the existing school once the buildings are demolished. In the interim, the school could continue to use the pitches at Heath Park, as per the current situation.*

**Proposed new velodrome at International Sports Village not a suitable replacement**

- *Unfortunately, Whitchurch Cycling Club have received no information on the proposed new facility to determine whether it would meet the needs of our club. Whilst I understand the Maindy Flyers have been in discussions about the proposals and are supportive, they are not the only cycling club in Cardiff that uses Maindy track. If the scheme is going to be a Council funded scheme rather than a private facility for Maindy Flyers, then all clubs should have been consulted.*
- *It is disappointing that initial information on the replacement track only became publicly available on 11<sup>th</sup> March, just a week before this consultation ends, which gives interested parties insufficient time to assess and respond to the information. It should be noted that Whitchurch Cycling Club obtained the details of the new track from social media, rather than being notified by the Council.*
- *The Cabinet report for the International Sports Village only contains partial information on the proposal, as 5 of the key Appendices that would have provided some clarity are listed as confidential. We therefore do not have full details to assess whether the proposal is indeed a like-for-like replacement. We have concerns that the track is shorter than Maindy (333m compared to 450m). This will mean that banking will need to be steeper, making it unsuitable for free wheel bikes. This will have a drastic effect on most users if they do not have a fixed wheel track bike, and it won't be suitable for our youngest members, who currently ride at Maindy. In addition, you will be unable to cycle to the facility on a track bike, as it is law you bike must have a brake. We note that a 1km closed circuit loop is proposed, and this is welcomed, but it would appear to be something that is open access rather than something a club could use exclusively for training. It also won't give our members the velodrome experience that they currently have at Maindy. We have been provided with no information on the costs for users of the facilities or what availability there would be for clubs other than Maindy Flyers. In the absence of such information, it is difficult to determine if the proposed velodrome would be a suitable replacement.*
- *It is welcomed that there is a commitment that any replacement facility would be operational before the proposed closure of Maindy, but we have concerns over the timescales. Given that a detailed business case has not been developed or approved by Cardiff Council, and the proposal has yet to reach planning application stage, completion in 2022 seems unrealistic.*

*There is therefore a real danger that the city could be left without a facility.  
If the existing track was retained, the timescales would be less critical.*

### **Appraisal of views expressed**

74. The Council acknowledges the views of Whitchurch Cycling Club.
75. Responses to the consultation were received from Cardiff Ajax and Cardiff Junior Triathlon and these are set out at paragraph(s) 64 and 69 - 70.
76. The consultation undertaken related to the proposed expansion of Cathays High School. The consultation response form included questions relevant to this, however the form also provided the opportunity for respondents to suggest any changes that could improve the proposals, alternative options and any other comments they wished to make.
77. In addition to the consultation response form, consultees also had the option of writing to the Council, contacting the School Organisation Planning Team via e-mail or telephone, requesting an officer call back for any specific questions or attend an online public meeting/drop in sessions. All of these options provided the opportunity for views to be recorded.
78. The Council has engaged with local cycling clubs and governing /representative bodies to ensure the design of the facility will (as far as is possible within the existing budget constraints) meet their expectations.
79. A separate Cabinet report exploring the proposed move of the Cycle track to Cardiff Bay Velodrome was considered on 18 March 2021. A copy of the report can be seen at Appendix 11.
80. Any transfer of the cycle track to the Cardiff Bay Velodrome must meet all relevant planning requirements. Any matters related to planning policy would be considered as part of the planning permission process.
81. Discussions will continue whilst the detailed designs are developed for submission to the Local Planning Authority. The existing facility at Maindy Leisure Centre will remain open until the new facility is completed and open for business to maintain continuity of provision.
82. The Maindy Leisure Centre will continue to operate without the Velodrome facility thereafter.

### **Engagement with pupils**

83. Officers met with groups of pupils from Albany Primary School, Allensbank Primary School, Gladstone Primary School and Cathays High School pupil regarding the proposal.

84. In line with national Covid-19 restrictions, these meetings were conducted virtually via Microsoft Teams and supported by members of the school staff.
85. Officers opened the meetings by explaining to the pupils that Cardiff Council are planning on making some changes to Cathays High School and that we want to seek their opinions on these changes. Notes of their points raised would be taken and fed back to the Council Cabinet. The pupil presentation covered the following:
- 21<sup>st</sup> Century Schools
  - Proposed changes to Cathays High School
  - Positives
  - Negatives
  - Risks
  - Questions
86. Copies of the meeting notes can be seen at Appendix 4.

#### **Albany Primary School representation**

87. The pupils were made aware of the proposed changes and the following points were raised:
- *how many floors will there be?*
  - *how much will it cost?*
  - *will it be built before September?*
  - *will it have a sixth form?*
  - *will there be one main lunch hall?*
  - *the corridors are narrow. Will the new school have wider corridors?*
88. The pupils identified a number of facilities they would like to see in any new school:
- *Basketball and netball court and 3G pitch*
  - *Bike rack*
  - *Space for lockers*
  - *3D printers*
  - *Wellbeing/games room, bean bags*
  - *Digital art*
  - *Art tables you can stand at*
  - *Tennis court*
  - *Library*
  - *Afterschool access to IT and homework facilities*

### **Allensbank Primary School representation**

89. The pupils were made aware of the proposed changes and the following points were raised:

- *Is the skate park going to stay?*
- *How many classrooms will there be in the new school?*
- *Will the school be bigger?*
- *Will the swimming pool stay?*
- *How is it going to fit into a tiny place?*
- *Will the uniform change?*
- *What is going to happen to the old building?*
- *Are there plans to make the classrooms bigger?*
- *Will Cathays High School pupils move before the building gets knocked down?*
- *Will the school be built on that timeframe?*
- *How much money will it be to build this school that is proposed?*
- *Will the school have access to the leisure centre?*
- *Will local schools get to see what happens on the site and help design it?*

### **Gladstone Primary School representation**

90. The pupils were made aware of the proposed changes and the following points were raised:

- *Several pupils didn't think it was a good idea and asked how long it would take to build. RP stated that if the proposal was approved then the school would open on its new site in 2025.*
- *The majority did however think it was a good idea as it would increase the number of places at the school and ensure that all the children who wanted to go to Cathays High School could go.*
- *When asked about the increase in pupil places at the SRB, the majority of pupils thought this was a good idea.*
- *All of the pupils believed that the community would benefit by having access to the facilities outside of school hours.*
- *The pupils thought that extra traffic and traffic noise would be a consequence of a bigger school and that this was a concern for them.*
- *One pupil was concerned that if the classes were made bigger then this would impact on the corridor size; which would be already under pressure given the extra pupils. RP stated that 21st Century Schools are built to ensure that there is sufficient and appropriate access for all pupils.*
- *Around half of the pupils said they used the cycle track and that moving it to Cardiff Bay was too far away for them. They would like it to remain in the local area so that they could still use it.*
- *One pupil suggested that by moving the cycle track to Cardiff Bay, meant that more people in Cardiff could use it.*

## **Cathays High School Pupil representation**

91. The pupils were aware of the proposed changes and the following points were raised:

- *A new building would improve education*
- *A bigger school would provide more places for those needing them*
- *A new building would provide a better environment for pupils and access for the community to facilities*
- *Additional ASD places would be good*
- *Improved physical and mental wellbeing*
- *Space for creative subjects*
- *Hub for community providing space during the weekend/holidays*
- *Any new school build would need to be sustainable and environmentally friendly*
- *What would happen to the old school?*
- *The size of school could be daunting for some pupils*
- *The existing school building has a lot of history which would be lost*
- *Most of the children already at Cathays High School would not benefit from the new school*
- *Potential disruption during construction*
- *Potential for increased traffic*
- *Pupils would like to be involved in the development of any plans taken forward*

241 pupils from Cathays High School also completed an online survey in which they gave their views. A full report detailing the findings of the survey can be seen at Appendix 9.

## **Response to views expressed**

92. The Council welcomes the view of the Cathays High School pupils.
93. Any new build school would include a range of facilities including space of creative subjects and enhanced sports facilities.
94. Any new build school would conform to environmental and sustainability standards.
95. The future use of the existing High School site will be subject to further consideration, taking account of the views of a range of stakeholders.
96. It is acknowledged that increasing the size of school could cause difficulties for some pupils. The Council will work with the school to ensure that any pupil concerns are addressed.
97. The Council has significant experience in the successful delivery of building projects on the sites of occupied school sites as a result of progressing a large

and growing school organisation programme. The proposed replacement of Cathays High School with a separate new building would limit the disruption to pupils, staff and parents.

98. Any building work carried out would be managed effectively in consultation with the school to ensure the full curriculum continues to be delivered and that high education standards and safety standards are maintained.
99. Issues related to traffic are addressed at paragraph(s) 17 -26.
100. Detailed designs would be agreed with the Headteacher and governing body if the proposals are progressed to implementation. The input of children and young people into developing the site would be integral to project implementation at all stages.

### **Other responses received**

#### **Traffic and congestion**

101. *This has not taken account of the people who live in the area. The traffic in Crown Road is already unsafe at school finishing times. People parking their cars all the way along the road, on both sides, holding up traffic and blocking the paths. This will get worse - with 50% more pupils and, thus, increased traffic. This takes no account of the environmental cost and the fact that local residents are going to find the area inaccessible at certain times of the day. It's bad enough already. 50% more traffic? Even worse? Unacceptable.*
102. *There will be strong opposition from local residents to any changes to allow New Zealand Road to become a through road.*

#### **Appraisal of views expressed**

103. Issues related to traffic and congestion are addressed at paragraph(s) 17 - 26.

#### **Community access to the new facilities**

104. *It is imperative that local residents also have extensive 'out of school hours' access to the new facilities (this could for example be administered by the management at Maindy Leisure Centre). Local primary school children should also be given full access to benefit from the new facilities which are being promised to pupils at Cathays High school, since the Maindy site is currently used by nearby primary schools for outdoor PE and sports lessons.*

#### **Appraisal of views expressed**

105. The open space at Maindy is currently used for informal leisure by the local community – exercise, dog walking, access between Gelligaer Street and Crown Way/North Road, and general leisure activities. It is recognised this is one of few open spaces for residents in Cathays, Maindy and Gabalfa and therefore the new development will provide space and access for the community to continue these informal activities in community green spaces.

106. In addition, it is proposed that the playground at Gelligaer Street will remain. The BMX track for community use will be retained or relocated elsewhere on the Maindy or current school site. The open-access MUGAs will also continue to be provided.
107. Many schools have established or are developing sports and wider leisure provision for use by the public.
108. A key objective is to enable third party access the sports facilities at schools. This would be on a sustainable financial basis.
109. Welsh Government's aim for shared facilities in community-focussed schools are to:
- provide opportunities for the local community and sports organisations to participate in sport and physical activity for health improvement and development of their skills, particularly amongst low participant groups;
  - operate in line with the national agenda for sport taking into account nationally adopted strategies; • generate positive attitudes in sport and physical activity by young people and reducing the dropout rate in sports participation with age;
  - increase the number of people of all ages and abilities participating in sport and physical activity including people with disabilities; • use the facilities to encourage the range, quality and number of school sports club links and to stimulate competition that is inclusive of young people and adults;
  - provide affordable access to the facilities and to be self-financing and cost neutral in the first instance, generating sustainable income for the school in the future.

### **Loss of Community Green Space**

110. *You have to take into consideration too that travelling to other areas is impossible for some people. We don't have enough green areas locally anyway.*
111. *Maindy is recognised as one of the few green spaces for Gabalfa and Maindy residents. We are concerned about the downsizing of green space.*

### **Appraisal of views expressed**

112. Issues related to open access space are addressed at paragraph 32.

### **Alternative Options**

113. *Refurbish the existing school.*

114. *Rebuild on current site, plus possibly use old bowling green which is currently unused.*
115. *Why not move into companies house grounds instead of across the road thus preserving the cycle track.*
116. *Build a new school on the Maindy Barracks site.*
117. *Build a new school on land at the Heath Hospital site.*

### **Appraisal of views expressed**

118. The Cathays High School buildings have a backlog of maintenance issues and 'doing nothing' is not an appropriate option. Addressing the maintenance backlog would only address health and safety issues. It would not provide a sustainable school for the future.
119. The Council would also need to identify alternative means of accommodating the projected increase in pupils requiring secondary school places in coming years.
120. Refurbishment of the existing buildings would address the capacity needs at Cathays High School for its catchment population but would not result in the increase in the number of English-medium places required at secondary age over a wider area. Refurbishing the school would not be cost effective and would not significantly improve the learning environment. There may still be long-term maintenance issues, which would compromise the value of money which can be achieved through the investment of public money.
121. Whilst the existing Cathays site could potentially be used to accommodate a replacement school building, the current site would still be insufficient in size to allow the new school to be built whilst the school remains operational. This would result in pupils having to be accommodated off site for the duration of any new build resulting in significant disruption to education and increased costs.
122. The alternative site options put forward during the consultation are not in Council ownership or available for consideration.

### **Pre-existing Land Covenant**

123. *I understand that the land was bequeathed to the City by Lord Bute and there is a covenant to retain the land as public open space? I also believe it is not possible to build on the site as that the land is the site of an old dump.*

### **Appraisal of views expressed**

124. A pre-existing land covenant sets out that the land on which the Maindy Centre is located is restricted to use for park, open space, recreation and playground.
125. Should the proposal to transfer Cathays High School to the Maindy Centre site be progressed, appropriation of the land for Education purposes would be necessary. This process could only commence at a later stage of the planning process.

### **Loss of the Maindy Velodrome**

126. *I totally disagree with local children losing the cycle track facility and access to the Maindy centre. There isn't enough facilities for young people and children already in the area. I'm concerned about people's health and mental health if these facilities are taken away.*
127. *Maindy velodrome should not be demolished. If playing fields are needed, they should be able to use the ones in the middle of the track or in Bute park which is a short walk away - there is no need to be bussed up to Heath Park.*
128. *Why destroy a sports facility which has not only produced world renowned athletes but is also a vital part to the social life of the community.*
129. *What will happen to the BMX track? It is very much loved and well used. We don't want it to move to Cardiff Bay*

### **Appraisal of views expressed**

130. A Cabinet report from March 2021 set out the proposal to relocate the cycle track to the International Sports Village at Cardiff Bay. Cardiff Council has consulted with local cycling groups. The proposal is part of the overall improvement of facilities and links to the cycle superhighway.
131. If the proposal to relocate the velodrome were to go ahead, this would be expected to be in place before development on the existing site, with no loss of cycling facilities anticipated.
132. The proposal design and proposed facilities have not yet been developed, but it is very likely the specification would be as a minimum equal to that of the velodrome in place with the expectation of enhancement.

133. The BMX track will not be moving to Cardiff Bay. Cardiff Council will ensure that this facility remains in the local area. It is possible that it could be relocated, but this will be considered in more detail at the design stage if the proposal is progressed.

#### **Insufficient information available**

134. *The information provided in the consultation document is unclear on the details of what would happen to the existing Maindy site. It's not clear where on the site the new buildings are planned for, and which of the existing facilities will be removed. It would also be helpful to know the anticipated disruption caused by construction, i.e. will the leisure centre have to close during this period?*
135. *The information provided so far is not sufficient, an actual plan would be useful, particularly to assess the impact on the Maindy leisure centre.*

#### **Appraisal of views expressed**

136. Issues related to the level of details information are addressed at paragraph 32.

#### **Closure of Crown Way**

137. *What other measures are being considered other than the closure of Crown Way? Whilst I understand the rationale of looking at this, it would cause real problems for traffic flow up Whitchurch Road which is already heavily congested*

#### **Appraisal of views expressed**

138. Feedback from the consultation regarding Crown Way is noted. Any changes to Crown Way will need to be informed by the Transport Assessment and by further consideration of the best options for layout and design of the new school development.

#### **Pupil Behaviour**

139. *What about issues with litter?*

#### **Appraisal of views expressed**

140. Cathays High School has restricted use of the entrance on New Zealand Way to Sixth Form pupils only at the beginning and end of the school day, and as supervised access at lunchtimes. A member of the site team clears litter on

New Zealand Road, the lane and Crown Way. These measures were started in October because of historical issues.

141. The new school site will be bigger with better catering facilities. There is an expectation that more pupils would remain on site during the day which has a number of potential benefits such as safeguarding and the minimising of littering.