

CABINET MEETING: 23 SEPTEMBER 2021

**SCHOOL ORGANISATION PLANNING: TY GLAS ROAD LAND
ACQUISITION**

**EDUCATION, EMPLOYMENT & SKILLS (COUNCILLOR SARAH
MERRY)**

AGENDA ITEM:2

Appendices 3,4,5 and 6 to this report are not for publication as they contain exempt information of the description contained in paragraphs 14, 16 and 21 of Schedule 12A of the Local Government Act 1972.

Reasons for this Report

1. This report seeks approval for the acquisition of the freehold interest of land at Ty Glas Road, Llanishen to allow the Council to progress options for a mainstream community secondary school and special school provision, in line with an independent valuation and delegate authority to conclude the acquisition.

Background

2. Cardiff 2030 is a ten year vision for a Capital City of Learning and Opportunity which builds on the progress and achievements which have been accomplished across the city's education system, since the launch of Cardiff 2020.
3. The strategy sets out an ambitious vision, underpinned by five goals and priority commitments:
 - A Learning Entitlement;
 - Learners' health and wellbeing;
 - Realising the Curriculum for Wales 2022 in Cardiff;
 - A world class education workforce; and
 - High quality learning environments.
4. The Council's Capital Ambition strategy has made a clear commitment to continuing the investment in, and improvement of, Cardiff schools to make sure every child has the best possible start in life. The delivery of 21st century learning environments will ensure that there are appropriate, high

quality school places for young people which meets the needs of Cardiff's growing and changing population.

5. The Council are committed to ensuring the Future Generations (Wales) Act and improving the social, economic, environmental and cultural well-being of Wales to create:
 - A prosperous Wales
 - A resilient Wales
 - A healthier Wales
 - A more equal Wales
 - A Wales of cohesive communities
 - A Wales of vibrant culture and thriving Welsh language
 - A globally responsible Wales
6. In recent years there has been significant investment in the development of the education estate in Cardiff. However, significant challenges remain around:
 - sufficiency of places to meet growth in the secondary school age population;
 - increased demand for additional learning needs provision;
 - suitability of the school estate to meet the demand of 21st Century Learning; and
 - Projected growth in education provision resulting from the Local Development Plan.
7. The Council has set out its vision to invest in its education estate to deliver "Inspiring, sustainable, community-focused schools in which children and young people can achieve their potential".
8. A Cabinet report outlining the strategic investment in the city's education estate through its Band B 21st Century School Programme was approved on 12 October 2017 (attached as Appendix 1). Key programme benefits have been mapped to the four key educational aims as part of the realignment of the Council's 21st Century Schools Programme as noted above.
9. The Council is seeking a strategic acquisition of the Ty Glas site, which is a key flexible site in north Cardiff, that allows the Council to bring forward options for secondary Education. The site is of a suitable size to locate a community secondary school and subject to design a secondary special school. The acquisition would enable a future proofing of secondary education provision as the city's population continues to grow through the development of the strategic housing sites.
10. The strategic acquisition would also accelerate delivery of the Council's 21st Century Schools programme and provide for greater flexibility in the overall programme particularly in relation to the Council's ability to bring forward secondary school projects for schools with condition issues on constrained sites. Subject to planning permission, the site could offer accommodations with options of potential uses, such as education for secondary and/ or Additional Learning Needs (ALN).

11. The Council requires flexibility to provide educational services as it seeks to dispose of a number of land assets within the city to secure capital receipts to support the delivery of the new Band B schools programme and capital programme more generally. The scale and strategic location of this site offers the Council potential flexibility to manage its estate, including the potential provision of temporary solutions.
12. The site is well located in the city and benefits from good transport links for the wide area the site could serve. The site is located within the secondary school catchment areas of Llanishen High School and Ysgol Gyfun Gymraeg Glantaf, and is in close proximity to the catchment areas of a number of community secondary schools. The area is also served by Corpus Christi Catholic High School and St Teilo's Church in Wales High School.
13. The general benefits of acquiring a new school site rather than developing a constrained existing one may also include the following:
 - No impact on educational delivery and attainment during the construction period;
 - The school would be designed to be located in the optimum location within the new site, rather than on a constrained existing site;
 - No need to consider potentially complex decant arrangements;
 - The school could be designed with greater effectiveness around the vision for the school without limitations brought about by no phasing or site constraints; and
 - The potential for lower construction costs as a result of a faster construction programme.
14. Therefore, consideration has been given to purchasing this site and in doing so supporting the Council's aims and wider aims of the Welsh Government. In line with the agreed heads of terms, the site could be disposed of in the future subject to certain conditions should any Education purposes not be brought forward.
15. Ministerial approval has been given for the acquisition of the Ty Glas site. Welsh Government will support the Council with the full acquisition and demolition costs. This allocation is likely to be reflected within the Band C programme envelope of the Council's 21st Century Schools Programme. The Council will fund operational and holding costs through the SOP Revenue Reserve. It is anticipated that the Council would provide its intervention rate contribution when future workflows are confirmed. Should an education project not come forward in future the Council will look to dispose of the Ty Glas site in accordance with the Council's procedures and reimburse Welsh Government the initial outlay from the land receipts.

Issues

Sufficiency of mainstream and specialist school places

16. When considering likely demand for places across the area, a number of factors have been used to inform projections and forecasts, including:
 - Recent and historic numbers on roll taken from verified PLASC (Pupil Level Annual School Census) for Cardiff schools;
 - Recent and historic populations known to be living in each area utilising NHS data;
 - Recent and historic numbers and percentages of children attending English-medium and Welsh-medium community and faith places in Cardiff;
 - Recent and historic numbers and percentages of children transferring from primary schools in Cardiff to secondary schools elsewhere; and
 - Birth rate and population data currently available indicates a cyclic pattern in Cardiff, and nationally. Whilst school reorganisation proposals must be appropriate for current and projected pupil populations, an appropriate level of surplus capacity should be available to respond to population changes.
17. The Council prepares school forecasts based on:
 - Current residential populations;
 - Likely child populations from the future residential developments currently in construction and proposed;
 - Likely demand if parental take-up patterns were to remain consistent with the most recent years applying these trends to the relevant populations in future years; and
 - Likely demand if parental take-up patterns at entry to secondary schools were consistent with the type of primary school (English-medium community, Welsh-medium community or Faith) attended, applying this information to the relevant populations in future years.

Sufficiency of mainstream primary school places city-wide

18. City-wide intakes to primary education in September 2021 to September 2023 are projected to reduce significantly as a consequence of a further fall in the birth rate and changes to migration patterns, which are evidenced in data published by the Office of National Statistics and the most recent NHS GP registration data sets. However, changes to populations are not consistent in all parts of the city.
19. Overall existing capacity in the mainstream primary sector is projected to be sufficient to accommodate demand in existing residential areas of the city until at least 2024, in each language medium. Additional primary school provision is planned to serve new housing developments in the north east and north west of the city. In order to allow for changes in population as birth rates and migration changes, a reasonable level of surplus places must be retained.

Sufficiency of mainstream secondary school places city-wide

20. 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. City-wide projections indicate that the demand for places in the mainstream secondary sector will further increase until the 2023/24 academic year.
21. City-wide, peak intakes at entry to secondary education of c4,115 pupils are projected in 2022/ 2023 and 2023/ 2024, following which intakes remain at high levels but reduce to c3,900. A significant reduction in pupils entering secondary education, from existing housing, is projected from 2028/ 2029.
22. However, it is anticipated that, as a result of the yield of pupils from the new housing developments, additional school provision will be required to provide school places local to new housing in some parts of Cardiff.
23. Each of the existing secondary schools in and serving North Cardiff are on sites adjacent to housing or other geographical constraints. Any significant redevelopment of secondary schools on operational sites would therefore be difficult, may be disruptive to existing pupils and staff, and may not result in the most appropriate layout of a school site. Consideration should therefore be given to the acquisition of a new site in order to continue to provide sufficient places to achieve the transformation goals of developing existing Cardiff schools into a 21st Century Schools estate.

Sufficiency of specialist places for children with Additional Learning Needs

24. The number of young people with Additional Learning Needs (ALN), including those with severe and complex needs who require a place in a special school or Specialist Resource Base (SRB), has grown significantly since 2012. This can be partly attributed to the overall school-age population increase but it is also related to other factors including:
 - Improved survival rates for children born with significant disabilities, resulting in a higher percentage incidence of severe and complex disabilities
 - Increased incidence of specific needs such as autism
 - Higher incidence of children and young people with social emotional and mental health needs
25. Four of Cardiff's special schools are classified as "D" for suitability and are also at full capacity. Whilst agreed proposals to replace and expand Woodlands High School and Riverbank School will address the suitability issues, the Council does not have sufficient specialist provision to meet fully the current and projected need.
26. At present, Cardiff has a shortfall in its specialist ALN (Social, Emotional & Mental Health) provision of c120 places, which is therefore met in private provision, out of county provision or with support in mainstream schools, and there is a projected shortfall of c189 places by 2025.

27. The reliance on independent schools to provide such places, and the increasing cost of supporting greater numbers of children with statements in mainstream schools, is a significant and growing financial challenge for Cardiff.
28. Feasibility work undertaken to identify potential sites to expand ALN provision has concluded that the required scale of expansion of places on existing sites is not possible, and consideration should therefore be given to the acquisition of a new site.

Ty Glas site

29. A site at Ty Glas Road of c7.2Ha has been identified as suitable for the development of a 21st century school campus. A plan attached as Appendix 2 sets out the location and boundaries of the site.
30. The site is conveniently located for public transport, with regular bus services and railway stations close by.
31. Each of Cardiff's existing special schools provide places that meet a different additional learning need and/ or age range, and each serves the entire Cardiff area.
32. Community access to the new build school facilities and opportunities for use of these by third party organisations would be a key consideration when designing any new school site.
33. The Ty Glas site, and local infrastructure off-site, would support the development of secondary and/or special school provision. If, following consultation and further feasibility work on preferred options, the Council decided not to proceed with establishing a school on the Ty Glas site, the Council would consider alternative uses for the site or could dispose of the site for a capital receipt.

Land Matters

34. Land requirements for schools in Wales must follow Building Bulletin Guidelines 98, 99 and 103 for secondary, primary and special schools respectively. Given the land requirements to deliver schools that are compliant with Building Bulletin requirements, the search for developable sites has included sites not currently within the ownership of the Council.
35. The Council has engaged with the existing owners and has agreed Heads of Terms which are appended as Confidential Appendix 3.
36. As part of the process, due to the nature of the site, extensive due diligence has been undertaken and this report is outlined in Confidential Appendix 4.
37. Independent external valuers have been engaged to advise the Council on the proposed acquisition and will take account of the costs outlined in

Confidential Appendix 4 to provide the Council with a valuation report which is appended in Confidential Appendix 5.

38. A full commercial summary of the acquisition can also be found in Confidential Appendix 6.

Community Benefits

39. Cardiff Council is committed to contributing to the social, economic and environmental well-being of the wider communities involved in projects awarded through SEWSCAP. All contractors on SEWSCAP are contractually bound to commit to working with the Council to achieve community benefits related targets. A specific Community Benefits Plan will be produced with input from SOP at the time of developing a specific set of proposals.
40. Community benefits will be a non-core aspect to the contract and will not be a factor in the decision to award the contract but will be a key requirement of these schemes.
41. The key community benefits deliverables required of Contractors for every project are:
- Training and employment opportunities, including apprenticeships, NVQs and H&S training;
 - Opportunities to recruit and train long term economically inactive persons as part of the workforce;
 - Maximising supply chain opportunities for SMEs, including social enterprises and supported businesses;
 - Advertising sub-contracting opportunities on Sell2Wales and using the Welsh Government's Supplier Development Service to hold "Meet the Buyer" events;
 - Working with local schools and colleges – to develop knowledge and experience of pupils relating to the construction industry as well as promoting opportunities for work experience / work placements.
 - Contributing to community schemes; and
 - Minimising Environmental Impacts and taking part in the Considerate Contractors Scheme.

Sustainability-Low carbon and Bio-diversity

42. Within the design of school sites, the vegetation and drainage on site would offer the opportunity to increase site biodiversity and encourage ecological development. Proposals should provide links and continuity with the surrounding habitats and existing ecology.
43. Cardiff expects its schools to reduce the city's dependency on fossil fuels and be designed in such a way as to be a low carbon emission building. In doing so, the design and construction process shall identify and implement methods to reduce carbon emissions and water demand and shall implement sustainable drainage systems, and minimise embodied carbon by sourcing recyclable and reclaimable products wherever possible.

44. All users including the school and wider communities will be shown and encouraged to use the school buildings to optimise the operational energy used as part of the wider school sustainability strategy.
45. The briefing documents will be aligned with industry best practice and the procurement process will stipulate that the principal contractors will be required to produce a net zero operation pathway for the project at tender stage, monitor during the design development, verify at practical completion and monitor for five years post completion.
46. The key themes to achieve this are:
- Reduce demand by passive measures of orientation and building form, fabric and air permeability and to simplify the MEP installation using highly efficient plant.
 - Optimise use of on-site renewables and minimise any offsetting.
 - Use low carbon materials that can be part of the circular economy.
 - Eliminate the need to use fossil fuels.
 - Improve monitoring and data collection of both operational and embodied carbon.

Local Member consultation and Scrutiny Consideration

47. The Children and Young People's Scrutiny Committee will consider this report at its meeting on 21 September 2021. Any comments received will be circulated at the Cabinet meeting.

Reason for Recommendations

48. To progress the acquisition of the site as outlined in Appendix 2 in order to facilitate the development of new-build education facilities in North Cardiff.

Financial Implications

49. This report recommends the acquisition of sites in readiness for use in future 21st Century Schools projects. This decision would enable officers to acquire freehold interest of land at Ty Glas Road, Llanishen. The following paragraphs set out the points for consideration prior to any acquisition. Cost estimates have been provided by the SOP team and supported by cost consultants.
50. Whilst the planned acquisition will support the 21st Century Schools Programme by providing flexibility in considering options, this should be accompanied by confidence that a specific planned use for the site will ultimately be identified. In the event of no education use being identified for all or part of the site acquired, the likelihood of a return equal to the investment not used should be factored into any risk assessment. Equal consideration should be given to the length of time that all or part of the site will not be used for building purposes and any associated ongoing costs need to be factored into the Business Plan.

51. Welsh Government are considering opportunities to initially fund the acquisition, through the ongoing 21st Century School capital programme. Current discussions indicate that the WG funding would be capped and would only be available for the capital acquisition and ground remediation costs. No funding would be made available for site security or holding costs. Should any portion of the site be used for non-education purposes the grant could be clawed back on a pro rata basis (with an equal split of any profit if sold). The grant award will stipulate that education provision on the site would need to be developed within 7 years of acquisition and continue for 30 years from the date of the grant award. In addition any resulting capital receipts identified due to development of Ty Glas will need to be reinvested into Cardiff's educational estate or shared with WG.
52. Any additional revenue costs in relation to site acquisition and ongoing security costs will need to be met from the SOP revenue reserve for the duration, along with any ongoing capital financing costs relating to any borrowing required. Any unused land will need to be considered within the context of VAT in order to ensure that no financial liabilities are incurred unnecessarily, and this risk would be mitigated if there is a clear understanding of the planned use for the whole of the site prior to initiation so that tax implications can be worked through early in the project timeframe.
53. Due to the age of the buildings on the site asbestos is prevalent. Due diligence has been undertaken in relation to asbestos removal required as part of any demolition of existing buildings, but the estimated costs are subject to change as work is undertaken. Under the current proposal Welsh Government will fund capital costs associated with the acquisition and demolition of the Ty Glas site, with the Council funding site holding costs (including security and insurance) through the SOP Revenue Reserve. At present, estimates are based on ground investigations with limited site access, along with desktop valuations from demolition specialists with a level of contingency added. These costs will be kept under review in line with the planned demolition and site use to ensure these additional costs are affordable within the SOP Revenue Reserve. Risks related to the site will be identified and actions taken to mitigate against them.
54. The site has previously been opted to tax for VAT by the current owner. Current plans would mean acquisition of the site with VAT payable, which would be recoverable, with the future use of the site intended for non-business or standard rated supply services. Any exempt supply would require the Council to consider opting to tax, so usage of the site should be closely monitored to ensure no adverse impact on the Councils overall partial exemption calculation.

Legal Implications

Property Advice

55. Section 120 of the Local Government Act 1972 enables the Council to acquire land for either (a) the benefit, improvement or development of its area or (b) for any of its functions under any enactment. The Council's

Disposal and Acquisition of Land Procedure Rules requires the decision maker to have regard to advice from a qualified valuer, to ensure value for money.

56. The Cabinet needs to take account of the Council's fiduciary duties to the local residents and taxpayers. As such, proper consideration needs to be given to the risks, rewards and potential future liabilities of the proposals which are the subject of this report.

Equalities & Welsh Language

57. In considering this matter the decision maker must have regard to the Council's duties under the Equality Act 2010 (including specific Welsh public sector duties). Pursuant to these legal duties Councils must, in making decisions, have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. Protected characteristics are:

- a) Age
- b) Gender reassignment
- c) Sex
- d) Race – including ethnic or national origin, colour or nationality
- e) Disability
- f) Pregnancy and maternity
- g) Marriage and civil partnership
- h) Sexual orientation
- i) Religion or belief – including lack of belief.

58. An equalities impact assessment would need to be undertaken at the time of developing proposals for the relevant site.

59. The decision maker should be mindful of the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards.

The Well-being of Future Generations (Wales) Act 2015

60. The Well-Being of Future Generations (Wales) Act 2015 ('the Act') places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language, and is globally responsible. In discharging its duties under the Act, the Council has set and published well-being objectives designed to maximise its contribution to achieving the national well-being goals. The wellbeing objectives are set out in Cardiff's Corporate Plan 2020 -23.

61. When exercising its functions, the Council is required to take all reasonable steps to meet its wellbeing objectives. This means that the decision makers should consider how the proposed decision will contribute towards meeting the wellbeing objectives and must be satisfied that all reasonable steps have been taken to meet those objectives.

62. The wellbeing duty also requires the Council to act in accordance with a 'sustainable development principle'. This principle requires the Council to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. Put simply, this means that Council decision makers must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, the Council must:
- Look to the long term
 - Focus on prevention by understanding the root causes of problems
 - Deliver an integrated approach to achieving the 7 national well-being goals
 - Work in collaboration with others to find shared sustainable solutions
 - Involve people from all sections of the community in the decisions which affect them
63. The decision maker must be satisfied that the proposed decision accords with the principles above; and due regard must be given to the Statutory Guidance issued by the Welsh Ministers, which is accessible on line using the link below:

<http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en>

Policy and Budget Framework

64. The decision maker must be satisfied that the proposal is within the Policy and Budget Framework, if it is not then the matter must be referred to Council.

HR Implications

65. There are no HR implications arising out of this report.

Property Implications

66. The Strategic Estates Department has worked closely with the Education Directorate to appraise a number of potential school sites. Given the need comply with Building Bulletin site requirements it has been necessary to consider land not currently in within the ownership of the Council.
67. Much of the property matters and implications are identified and discussed in the body of this report and also in further detail in the Confidential Appendices.
68. Where there are resultant land transactions, or further negotiations or valuations required to deliver these proposals, these should be done so in accordance with the Council's Asset Management process and in consultation with Strategic Estates and relevant service areas.
69. Further due diligence is required on the title and the agreed Heads of Terms outlined a specific timescale for exchange and completion of the

acquisition in the event of a Cabinet approval. Strategic Estates will continue to work with Education on the site acquisition and the advice on management of the site thereafter.

Traffic and Transport Implications

70. The Council's Transport White Paper sets out the Council's commitment to deliver a range of transformational transport projects to help tackle climate change, air pollution and the adverse impacts of car dependency on people's health.
71. The White Paper highlights that the most common cause of death for children between the ages of five and 14 years is being hit by a vehicle, whilst fear of traffic and the cars clogging up our streets have put a stop to children playing outside and limited their independence.
72. The adopted Local Development Plan sets a target to achieve a 50:50 split between journeys by car and journeys made by foot, cycle and/or use of public transport by 2026.
73. The Council's Transport White Paper sets a much more ambitious modal shift target and seeks to achieve over 60% of daily work trips to be made by sustainable modes of travel by 2025 with this share increasing to around 75% by 2030.
74. Achieving this target will require changes to the way children travel to school.
75. Travel to school creates considerable pressure on Cardiff's transport network. 30% of all car-based trips during the morning peak are journeys to school. There are around 40,000 car trips to school each day in Cardiff.
76. Yet, journeys to school are often very short; 75% of journeys to education are within 3km of people's homes. More of these journeys could be made by active modes if all schools are well connected to their catchment areas by safe and convenient active travel routes.
77. The Transport White Paper includes the commitment to "Develop Active Travel Plans and accessible walking and cycling routes for all schools by working with children, teachers, parents and governors to promote walking, scooting and cycling to and from schools".
78. The new school developments being brought forward as part of the Council's 21st Century Schools programme provide the opportunity to deliver on this commitment by ensuring that active travel infrastructure is properly planned and provided as an essential and integral element of the scheme design.
79. Key to this will be ensuring that the design and layout of buildings and the site access arrangements prioritise travel by active and sustainable modes. Other critical elements will be the location of access points in positions which take account of the alignment of the surrounding network of roads and pathways and which serve to minimise walking and cycling

distances and avoid unnecessary detours for people travelling. Development of the proposed new site provides an opportunity to design accesses in more appropriate and convenient locations to suit desire lines.

80. A Transport Assessment (TA) will be required to assess the traffic impacts and off-site infrastructure required to accommodate any development and facilitate sustainable access to the development in a way which accords with national planning policies in Planning Policy Wales (Edition 11, 2021) and the Council's Local Development Plan.
81. Planning Policy Wales requires the use of a sustainable transport hierarchy in relation to all new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles. Effectively this requires the designers of the new schools on the Ty Glas site to give priority to how children can access the site on foot and by bicycle before considering requirements for access by motorised transport. The Council's Local Development Plan requires all development proposals to maximise access by sustainable transport to contribute to modal shift from car travel to walking, cycling and public transport.
82. The TA will identify the on-site and off-site infrastructure to maximise access by sustainable modes, including provision to prioritise active journeys to school - separated cycle routes, crossings, speed reduction measures as well as necessary works associated with required vehicular access onto the site. The transport team has already commenced engagement with the designers and transport consultants for the project to ensure that appropriate facilities to support sustainable travel are considered at the outset of the project and incorporated into the site master plan.
83. Opportunities to make existing roads and streets within the surrounding area safer for active travel by managing vehicle speeds and filtering out through traffic will also be investigated as part of the Transport Assessment. Work to develop the new Active Travel Network Map for Cardiff as required under the Active Travel Act is now underway and is currently being consulted on. This identifies measures and schemes to expand Cardiff's existing active travel network and provide better off road and on road active travel routes to key trip destinations including schools. The outputs of this work will be useful in informing the infrastructure measures required off-site to maximise access to the new school by active modes.

School Active Travel Plans

84. 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.

85. All new schools will need to have such a plan in place from the outset of their operation. An Active Travel Plan for an expanded or new school site should be informed by both the Transport Assessment and any existing Active Travel Plan and developed with full involvement of the pupils and staff, both at the existing school and involving pupils and staff in the catchment school populations. The Active Travel Plan for the new school should be linked to the Active Travel Plans for the feeder or cluster schools. This will help to encourage active travel across each age group and ensure that all pupils entering the new 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. The Council's Active Travel Schools and Road Safety Teams will provide vital inputs to inculcate and support sustainable and active travel to the new school from the day it opens.

Off-site infrastructure

86. The site is located next to a large industrial estate which is served by heavily trafficked local distributor roads, Ty Glas Road and Ty Glas Avenue. These roads, by way of the volume of traffic they carry, and the poor quality of pedestrian facilities, physically sever the site of the proposed new school from parts of the immediate Llanishen area for walking to school. Therefore, it is essential that pedestrian crossing facilities – both new 'stand-alone' crossings and crossings provided as part of modifications to existing junctions (including the junction of Ty Glas Road and Ty Glas Avenue and the junction with the site access) are designed in a way which connects with key off-site walking routes and facilitates pedestrian desire lines.
87. The western edge of the existing site is currently severed from the residential areas to the west of the site boundary. It is essential that pupils travelling on foot/bicycle from this side of the site can access the school directly, without having to make any inconvenient detour.
88. It is recommended that engagement with children and parents living in the local area takes place to ensure that off-site routes and crossings facilitates the routes that children will want to use, and parents will be happy with them being used.
89. Given the potential large size of the catchment area for the new school, it is also essential to take the opportunity to build in connections to the wider strategic cycle network so that cycling to school becomes an option for children who live beyond a reasonable walking distance from the site but may not qualify for free school transport. The opportunities to provide off-road routes and separated on-road routes for cycling connecting with the school will need to be investigated as part of the Transport Assessment process.
90. The roads within adjacent industrial estate are wide and offer the potential for the provision of on-road separated cycle routes. Opportunities for connecting these facilities to the wider existing and planned strategic

cycle network must be investigated. For example, there is potential to provide a direct walking and cycling access to residential areas to the east of the industrial estate which could potentially connect with future sections of Cycleway 1 along Lake Road North and planned routes along the Roath Recreation Ground/Roath Park Lake corridor. Onward cycling connections to Cyncoed and the Llanedeyrn and Pentwyn areas of the school catchment must also be investigated. These routes are likely to feature within the Council's new Active Travel Network Map (required under the Active Travel (Wales) Act 2013) which is currently being developed.

91. Off-site infrastructure design must anticipate the imminent introduction of legislation in the Senedd (2023) that will make 20mph the default speed limit in built-up areas. Ty Glas Road, Ty Glas Avenue and roads within the adjacent industrial estate will almost certainly fit the criteria for having a 20mph speed limit.

Public Transport

92. The site is located close to Ty Glas rail station on the Coryton line. The station can be accessed directly from within the industrial estate via Malvern Drive. The roads and junctions within the industrial estate are very wide which encourages high vehicle speeds so measures are required including crossing facilities and narrowing of junction radii to ensure that pupils travelling by train can safely access the school site on foot. The existing bus gate between Malvern Drive and Smith Road provides the opportunity for buses to access the site from both Ty Glas Avenue and Caerphilly Road so bus stop and bus drop off facilities should be located close the main vehicular access to the school on Parc Ty Glas.
93. Appropriate provision would need to be made for use of public transport services to access the school site. This would include safe waiting facilities for pupils and staff using scheduled and additional school bus services with safe pedestrian access to bus stops at locations convenient to the school, and assessment of existing crossings to confirm appropriate to the desire lines, type and level of use.

On-site infrastructure

94. Direct pathways of sufficient width which avoid navigating through or near to on-site parking areas should be provided for pupils accessing the site on foot or by bicycle.
95. The provision of secure cycle parking spaces and lockers for storage of cycling clothes and equipment will be essential. At this early stage of the project, the opportunity must be taken to build in the best possible secure on-site cycle parking provision. The scope for including secure cycle storage within the main school building should be investigated in the first instance.
96. Any external cycle parking must be covered and secure and be sited in a convenient location within the site which is easy for pupils for access and

where it benefits from surveillance. Sheffield stands are recommended. Tiered cycle parking will not be acceptable.

97. Cycle parking provision must meet the minimum requirements set out in the Council's Managing Transport Impacts SPG and the site must be able to accommodate increases in scooter and cycle parking to meet future demand.
98. Vehicular access to the school site will need to be limited to staff and vehicles requiring access for essential servicing.
99. On-site car parking should be in accordance with the Council's Managing Transport Impacts Supplementary Planning Guidance (2018). The maximum car parking requirements for mainstream schools within the SPG is one parking space per 30 pupils. In the case of special schools a specific agreement would be made and could be expected to be in the order of one parking space per 8 pupils.
100. 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. Where the street layout is suitable this approach could potentially be used to restrict parking and access associated with a new school at the site.

Equality Impact Assessment

101. A Statutory Screening Tool including Equality Impact Assessment would be undertaken at the appropriate time of education proposals being developed for the site, and would be updated as the proposals are progressed.

RECOMMENDATIONS

The Cabinet is recommended to:

1. Subject to contract, acquire the freehold interest for the land at Ty Glas, Llanishen in line with an independent valuation.
2. Delegate responsibility to the Director of Economic Development (in consultation with Director of Education) and Section 151 officer for all matters relating to the acquisition of land and demolition.

SENIOR RESPONSIBLE OFFICER	Melanie Godfrey Director of Education & Lifelong Learning
	17 September 2021

The following appendices are attached:

Appendix 1: Cabinet Report, 12 October 2017

Appendix 2: Red Line site boundary

Appendix 3: Heads of Terms (confidential item)

Appendix 4: Due Diligence (confidential item)

Appendix 5: Valuer's Report (confidential item)

Appendix 6: Commercial Summary (confidential item)