

Pecyn Dogfennau Cyhoeddus

Penallta House,
Tredomen Park,
Ystrad Mynach,
Hengoed CF82 7PG

Ty Penallta,
Parc Tredomen,
Ystrad Mynach,
Hengoed CF82 7PG



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Am unrhyw ymholiad yn ymwneud â'r agenda hwn cysylltwch â Emma Sullivan
(Rhif Ffôn: 01443 864420 E-bost: sullie@caerphilly.gov.uk)

Dyddiad: Dydd Mercher, 9 Tachwedd 2022

I bwy bynnag a fynno wybod,

Bydd cyfarfod aml-leoliad o'r **Cabinet** yn cael ei gynnal yn yn Nhŷ Penallta a thrwy Microsoft Teams ar **Dydd Mercher, 16eg Tachwedd, 2022 am 1.00 pm.** i ystyried materion a gynhwysir yn yr agenda canlynol. Mae croeso i chi ddefnyddio'r iaith Gymraeg yn y cyfarfod, a dylid rhoi cyfnod rhybudd o 3 diwrnod gwaith os ydych yn dymuno gwneud hynny. Bydd gwasanaeth cyfieithu ar y pryd yn cael ei ddarparu ar gais.

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Yr eiddoch yn gywir,

Christina Harrhy
PRIF WEITHREDWR

A G E N D A

Tudalennau

- 1 I dderbyn ymddiheuriadau am absenoldeb
- 2 Datganiadau o Ddiddordeb.

A greener place Man gwyrddach



Correspondence may be in any language or format | Gallwch ohebu mewn unrhyw iaith neu fformat

Atgoffi'r Cynghorwyr a Swyddogion o'u cyfrifoldeb personol i ddatgan unrhyw fuddiannau personol a/neu niweidiol mewn perthynas ag unrhyw eitem o fusnes ar yr agenda hwn yn unol â Deddf Llywodraeth Leol 2000, Cyfansoddiad y Cyngor a'r Cod Ymddygiad ar gyfer Cynghorwyr a Swyddogion.

I gymeradwyo a llofnodi'r cofnodion canlynol:-

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Blaenraglen Waith y Cabinet – Nodi.		
4	Blaenraglen Waith y Cabinet.	9 - 14
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5	I Hysbysiad o Gynnig - Ailasesu penderfyniad y Cabinet ar 9 Chwefror 2022 - B4251 Ynys ddu i Wyllie – Gwaith Gwella'r Briffordd	15 - 26
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Cylchrediad:

Cynghorwyr

C. Andrews, S. Cook, E. Forehead, N. George, P. Leonard, S. Morgan, C. Morgan, J. Pritchard, J. Simmonds a E. Stenner.

A Swyddogion Priodol.

SUT FYDDWN YN DEFNYDDIO EICH GWYBODAETH

Bydd yr unigolion hynny sy'n mynychu cyfarfodydd pwyllgor i siarad/roi tystiolaeth yn cael eu henwi yng nghofnodion y cyfarfod hynny, weithiau bydd hyn yn cynnwys eu man gweithio neu fusnes a'r barnau a fynegir. Bydd cofnodion o'r cyfarfod gan gynnwys manylion y siaradwyr ar gael i'r cyhoedd ar wefan y Cyngor ar www.caerffili.gov.uk ac eithrio am drafodaethau sy'n ymwneud a g eitemau cyfrinachol neu eithriedig.

Mae gennych nifer o hawliau mewn perthynas â'r wybodaeth, gan gynnwys yr hawl i gael mynediad at wybodaeth sydd gennym amdanoch a'r hawl i gwyno os ydych yn anhapus gyda'r modd y mae eich gwybodaeth yn cael ei brosesu.

Am wybodaeth bellach ar sut rydym yn prosesu eich gwybodaeth a'ch hawliau, ewch i'r [Hysbysiad Preifatrwydd Cyfarfodydd Pwyllgor Llawn](#) ar ein gwefan neu cysylltwch â Gwasanaethau Cyfreithiol drwy e-bostio griffd2@caerffili.gov.uk neu ffoniwch 01443 863028.



CABINET

MINUTES OF THE MULTI-LOCATIONAL MEETING HELD AT PENALLTA HOUSE AND VIA MICROSOFT TEAMS ON WEDNESDAY 19TH OCTOBER 2022 AT 1PM

PRESENT:

Councillor S. Morgan – Chair

Councillors:

J. Pritchard (Cabinet Member for Prosperity, Regeneration & Climate Change), E. Forehead (Cabinet Member for Social Care), N. George (Cabinet Member for Corporate Services & Property), S. Cook (Cabinet Member for Housing), P. Leonard (Cabinet Member for Planning & Public Protection) and C. Morgan (Cabinet Member for Waste, Leisure & Green Spaces), Cllr. J. Simmonds (Cabinet Member for Highways & Transportation).

Together with:

C. Harry (Chief Executive), R. Edmunds (Corporate Director – Education and Corporate Services), D. Street (Corporate Director Social Services and Housing) and M.S. Williams (Corporate Director Economy and Environment).

Also in Attendance:

R. Tranter (Head of Legal Services and Monitoring Officer), L. Lane (Head of Democratic Services and Deputy Monitoring Officer), R. Hartshorn (Head of Public Protection, Community and Leisure Services), L. Donovan (Head of People Services), R. Kyte (Head of Planning and Regeneration), H. Munroe (Caerphilly Place Making Programme Manager), M. Jacques (Scrutiny Officer), and E. Sullivan (Senior Committee Services Officer).

RECORDING AND VOTING ARRANGEMENTS

The Leader reminded those present that the meeting was being live streamed, and a recording would be made available to view via the Council's website, except for discussions involving confidential or exempt items. [Click Here To View](#).

1. APOLOGIES FOR ABSENCE

An apology for absence was received from Councillor C. Andrews (Cabinet Member Education and Communities)

2. DECLARATIONS OF INTEREST

R. Edmunds, D. Street and M.S. Williams left the meeting when **Agenda Item No. 12 – Workforce Capacity and Associated Challenges** was discussed as the subject of the report could have a potential impact on Corporate Director posts.

3. MINUTES – 26TH SEPTEMBER 2022

RESOLVED that the meetings of the meeting held on the 26th September 2022 be approved as a correct record.

4. MINUTES – 5TH OCTOBER 2022

RESOLVED that the meetings of the meeting held on the 5th October 2022 be approved as a correct record.

5. CABINET FORWARD WORK PROGRAMME – TO NOTE

Cabinet was provided with the Cabinet Forward Work Programme, which detailed the scheduled reports until 25th January 2023.

Members were reminded that the Cabinet Forward Work Programme is a working document and thus subject to change. The Leader thanked Officers for populating the forward work programme so far in advance and Cabinet accepted that as a live document it would be subject to change.

Following consideration and discussion, it was moved and seconded that the Forward Work Programme be noted. By a show of hands this was unanimously agreed.

6. BRYN COMMUNITY ENGAGEMENT PROPOSAL

Consideration was given to the report which sought Cabinet approval to establish a Liaison Group to promote effective engagement between Bryn Group, Local Residents and other Stakeholders, along with a number of other community engagement interventions.

Cabinet noted that a formal Bryn Compost Liaison Group was operated from 2010 to 2018 to address complaints of odour associated with In Vessel Composting (IVC) of food waste, the IVC plan was replaced by an Anaerobic Digestion Plant (AD) removing the source of the food waste odours and the Liaison Group was disbanded. The Bryn Group site is complex with multiple operations and activities taking place including a dairy farm and a quarry and in view on ongoing complaints from the community regarding operations the report proposes the re-establishment of a liaison group to promote effective communication between the Bryn Group, Residents, Elected Representatives, the Council and other agencies.

Following consideration and discussion, it was moved and seconded that subject to an amendment to the Terms of Reference in that the number of meetings be increased to 3 per year and that Hefin David MS act as coordinator for the resident representatives to Group, the recommendations in the report be approved and by way of Microsoft Forms this was unanimously agreed.

RESOLVED that for the reasons contained in the Officer's report: -

1. The comments received from the Senedd Member and 2 of the Local Ward Members having been considered, the establishment of a Bryn Liaison Group with the Terms of Reference at Appendix 1 subject to the inclusion of the agreed amendment be approved.
2. The other interventions as set out in section 5.5 of the Officer's report be approved.

7. REGENERATION BOARD – PROJECT PROPOSALS

Consideration was given to the report which sought Cabinet approval to allocate £561k from the Regeneration Board Development Budget towards the overall costs of the projects outlined in the report, which would require a contribution of a further £150k to be allocated from the Council's Place Shaping reserve. The report also sought approval for the allocation of £46,985 from the Infrastructure CIL budget towards the costs associated with the re-introduction of a car park in Pontymister.

Cabinet was referred to section 5.8 of the Officer's report and the summary of the projects and recommendations of the Regeneration Board were noted to include the new market at Park Lane, Caerphilly, public realm/green infrastructure improvements in Bargoed and Blackwood town centres and improvements to Dafydd Williams Park and the strategic acquisition of the former public toilet block, High Street, Blackwood.

Cabinet welcomed the suite of projects proposed as a clear commitment to boost Town Centres and particularly welcomed the proposed improvements to Risca, Bargoed and Blackwood embracing the borough as a whole. Reference was made to the project to develop a hotel in Caerphilly Town and clarification was sought in this regard. Officers confirmed that specialist advice had been sought in order to test market favourability and results had identified that there would be good demand for a 60/80 bed hotel which would be too big for the Park Lane site originally proposed, the Leisure Quarter was noted to be a better fit, overlooking the castle using the vista as a unique selling point for upper floor uses.

Clarification was then sought on the how the new market would operate, and Officers confirmed that a specialist had been appointed to work with traders following the closure of the existing site and assessing their suitability for the move. It was noted that a live survey had been commissioned to identify potential users, the type of business residents would want to see, ensuring that prospective business wishing to take up a space are commercially viable and sustainable. Cabinet was advised that there would be a mix of food, beverage, and traditional usage from existing and new traders.

Following consideration and discussion, it was moved and seconded that the recommendations in the report be approved and by way of Microsoft Forms this was unanimously agreed.

RESOLVED that for the reasons contained in the Officer's report: -

1. The allocation of £300K from the Regeneration Project Board Development Fund for the delivery of the Park Lane Market be approved.
2. A further £150K from the Council's place-shaping budget towards the Park Lane Market project be approved.
3. An allocation of £111K from the Regeneration Project Board Development Fund to act as match towards Transforming Towns funded placemaking projects be approved.
4. An allocation of £150K from the Regeneration Project Board Development Fund towards the cost of funding the Caerphilly Multi-disciplinary Team be approved
5. An allocation of £46,985 from the CIL Infrastructure fund towards the cost of the Pontymister car park project, design option 2B be approved.

8. FINAL REPORT FROM THE TASK AND FINISH GROUP ON TACKLING POTENTIAL MENTAL HEALTH ISSUES POST PANDEMIC

Cabinet noted that the report had been considered by the Social Services Scrutiny Committee at its meeting on the 6th September 2022.

Consideration was given to the report which sought to inform Cabinet of the findings of the Task and Finish Group established to review how the Council works with partners to tackle any potential mental health issues post pandemic. Cabinet noted that the Group had concluded that the impact of the Covid-19 pandemic on the mental health and wellbeing of the population was immense, and that action is now needed locally in mitigation.

Cabinet noted the evidence gathered by the Task and Finish Group and placed on record their thanks to all those involved.

A Member referenced the evidence submitted by Jenny Burns and Dr O'Connor on the how the pandemic had impacted the mental health and wellbeing of specific groups within our communities particularly, ethnically diverse residents, single parents, those in financial difficulties, relationship difficulties, those suffering domestic abuse and expressed how the report and their evidence had brought home the inequalities that people faced, he felt that these comments needed to be highlighted.

Following consideration and discussion, it was moved and seconded that subject to an amendment to recommendation 3.1.4 of the Officer's report to read 'To present this report to the Regional Partnership Board and Gwent Public Services Board to allow partners to consider the content recommendations in the report be approved and by way of Microsoft Forms this was unanimously agreed.

RESOLVED that for the reasons contained in the Officer's report the content of the report and its appendices be considered, and the recommendations contained therein be supported in that:

1. The provision of bereavement counselling across the County Borough during future meetings with Health and Wellbeing partners be prioritised.
2. Caerphilly County Borough Council to use its influence within the WLGA to recognise the importance of the role played by Psychological Wellbeing Practitioners and a collective appeal from all Welsh Councils for additional funding from the Welsh Government for this vital service within GP surgeries be recommended.
3. Council communications platforms be actively used to promote community health and wellbeing activities such as Bereavement Cafes organised via the Integrated Wellbeing Network.
4. Caerphilly County Borough Council to present this report to the Regional Partnership Board and Gwent Public Services Board to allow partners to consider the content and actions, such as Participatory budgeting.
5. CCBC staff and Members to be actively encouraged to undertake Gwent Connect 5 training in order to help improve population mental wellbeing.
6. Caerphilly County Borough Council to work with Health and Wellbeing Partners to develop a "Tool Kit" outlining some of the key symptoms of Mental Health issues and signposting users to the range of help available such as the Melo website.

9. ANNUAL REPORT ON CORPORATE COMPLAINTS RECEIVED FOR THE PERIOD 1ST APRIL 2021 TO 31ST MARCH 2022

Cabinet noted that the report had been considered by the Governance and Audit Committee at its meeting on the 11th October 2022.

Consideration was given to the report which provided Cabinet with an overview of the complaints dealt with under the Corporate Complaints Policy for the period 1st April 2021 to 31st March 2022 together with the outcomes and lessons learned.

Cabinet noted the general overview of complaints received as detailed in section 5.10 of the Officer's report and the detailed data broken down by Directorate. It was also noted that Social Services and Schools had their own complaints procedures with this report dealing solely with corporate complaints.

Clarification was sought on the nature of the training being offered, and Officers confirmed that a suite of training had been offered by the Public Services Ombudsman for Wales and including sessions on managing difficult behaviours. The sessions already booked for next April had an excellent take up, so much so that 2 further dates had been offered with sessions to be attended by Officers across all directorates.

Further clarification was then sought on improving the handling of complaints and the Officer confirmed that there was a better general understanding of complaints, differentiating between a complaint and a service request and ensuring regular communication throughout the complaints process.

Following consideration and discussion, it was moved and seconded that the recommendations in the report be approved and by way of Microsoft Forms this was unanimously agreed.

RESOLVED that for the reasons contained in the Officer's report the complaints data contained in the report be reviewed and noted and the effectiveness of complaints handling for the annual period 2021/22 be assessed.

10. INTERIM JOINT PROTOCOL FOR MILEAGE RATES IN LOCAL AUTHORITIES.

Consideration was given to the report which sought Cabinet approval to adopt a 'Joint Protocol Mileage Rates in Local Authorities in Wales' to provide a temporary increase in mileage reimbursements costs in the short term to address current market volatility in fuel rates.

Cabinet was referred to Appendix 1 of the Officer's report which was drafted by the WLGA on behalf of Leaders and noted that it was for each Local Authority to decide whether they wish to adopt it. Cabinet was advised that the Joint Protocol enables those eligible through existing Local Authority policies to claim an additional agreed sum per mile up to an agreed maximum, to mitigate against the impact of sustained high fuel costs.

Following consideration and discussion, it was moved and seconded that subject to the inclusion of an additional recommendation at 3.2 of the Officer's report in that Council explore the possibility of providing an up-front payment for mileage in the form of a loan, the recommendations in the report be approved and by way of Microsoft Forms this was unanimously agreed.

RESOLVED that for the reasons contained in the Officer's report : -

1. The 'Joint Protocol Mileage Rates in Local Authorities' attached at Appendix 1 be adopted and its provisions as a temporary arrangement within the Council's Mileage Scheme be applied.

2. The Council explore the possibility of providing an up-front payment for mileage in the form of a loan.

11. FOUNDATION LIVING WAGE 2022

Consideration was given to the report which sought Cabinet approval of the implementation date for the Foundation Living Wage payment for 2022 and also sought Cabinet agreement to fund the additional 2022/23 costs through the Miscellaneous Finance Revenue Contribution to Capital Outlay (RCCO) budget.

Cabinet noted that in previous years the increase had been back dated to November, however consideration needed to give as to whether the payment should be back dated to the 22nd September 2022 in line with the earlier announcement made by the Real Living Wage Foundation. Members were advised of the additional costs of the two options and the impact on the grades at the bottom of the Pay and Grading structure and noted that exploratory work was underway to assess the pay and grading structure to consider whether the Council's salary ranges are competitive. This work would take into account the issues at the bottom of the salary range caused by the payment of the Foundation Living Wage.

Cabinet was advised of the possible impact the increase in the Foundation Living Wage could have on private companies and specific reference was made to private domiciliary care providers, the Director for Social Services and Housing added that requests for additional funding from private providers were likely to come forward, in order for them to pay this increase but there was no indication as yet of any additional grant from Welsh Government to cover the costs and as such would result in an additional cost pressure for Social Services.

Following consideration and discussion, it was moved and seconded that the recommendations in the report be approved and by way of Microsoft Forms this was unanimously agreed.

RESOLVED that for the reasons contained in the Officer's report : -

1. The 22nd September 2022 be agreed as the implementation date for the Foundation Living Wage.
2. The 2022/23 additional cost be funded through the Miscellaneous Finance Revenue Contribution to Capital Outlay (RCCO) budget.

12. WORKFORCE CAPACITY AND ASSOCIATED CHALLENGES

R. Edmunds (Corporate Director Education and Corporate Services), D. Street (Corporate Director Social Services and Housing) and M.S. Williams (Corporate Director Economy and Environment) left the meeting when the report was discussed.

Consideration was given to the report which sought to provide Cabinet with an update on some of the major issues and challenges currently impacting on workforce capacity and sort support for some initial proposals to provide additional resources into key areas.

Cabinet noted the breadth and depth of the transformation and regeneration work the Council is now involved in, above and beyond regular service delivery and the significant challenge that this is proving to be. Reference was made to recruitment and retention challenges across the organisation as a whole and the need to review workforce planning acknowledged.

The Chief Executive set out the capacity issues in relation to the increasing demands placed on the Council and its staff, building on from the pandemic and she went on to detail how the complexity and reach of service provision currently being experienced was like no other. The

three main areas that the report sought to address was noted as the need to overcome difficulties in recruitment and retention of staff, statutory capacity and reducing levels of sickness absence.

The proposal for a new Recruitment Team was detailed and Cabinet noted that the challenges facing Caerphilly were not unique, however a new approach to recruitment was needed to embrace the shift to the social media recruitment market. To seamlessly identify and engage with prospective candidates and market Caerphilly as an exemplary employer. It was proposed that a team of seven would undertake these challenges under the management of the Head of People Services.

The Chief Executive went on to explain the proposed additional statutory posts and current capacity issues and emphasised that the proposals before Cabinet would require no additional funding. The funding for the Deputy Chief Executive and Deputy Section 151 Officer post would be achieved by reallocating budgets from 3 vacant Head of Service posts to appoint to those two key statutory posts.

It was noted that the Deputy Section 151 Officer post would provide much needed capacity to the current Section 151 Officer and the Deputy Chief Executive would ensure delivery at pace of critical matters to the Council such as the Cost-of-Living Crisis, Humanitarian Crisis, Climate Change, UK and Welsh Government policy and legislative requirements.

In terms of sickness absence levels and again, although this position was not unique to Caerphilly it clearly adds additional pressures and needs to be reviewed in order to find the best approach. Cabinet noted that the home related stress, rather than work related stress ranked as one of the leading causes of sickness absence.

Cabinet acknowledged that the report had been fully scrutinised by the Policy and Resources Scrutiny Committee and noted the comments raised.

Cabinet expressed their support for the 2 additional statutory roles and felt in terms of risk management it would be irresponsible not to ensure resilience in these areas, particularly in such challenging times.

Cabinet noted that creation of the additional post and designation of Deputy Chief Executive and Deputy Section 151 Officer would be a decision of Council.

Following consideration and discussion, it was moved and seconded that subject to an additional recommendation at 3.1 (iii) of the Officer's report in that a spot salary of £139044.00 be set against the post of Deputy Chief Executive, the recommendations in the report be approved and by way of Microsoft Forms this was unanimously agreed.

RESOLVED that for the reasons contained in the Officer's report: -

1. The introduction of additional staffing resource as detailed in 5.19 – 5.41 of the report be agreed, consisting of: -
 - The development of an internal recruitment team
 - recommend to Council the proposal to create an additional post and designate as a Deputy Chief Executive
 - recommend to Council the proposal to create an additional post and designate as Deputy Section 151 Officer.

2. The recent appointment of a Cost-of-Living Co-ordinator as detailed at paragraph 5.51 be endorsed.
3. The budget to support the new posts as detailed in paragraphs 8.1 – 8.3 and specifically note that the proposals will not result in any additional financial resources being required as they will be fully funded through the virement of existing budgets be endorsed.
4. Recommend to Council a spot salary of £139044.00 be set for the post of Deputy Chief Executive.

The meeting closed at 14.10pm.

Approved and signed as a correct record subject to any corrections made at the meeting held on 16th November 2022.

CHAIR

Cabinet Forward Work Programme – 9th November 2022

Meeting date:	Report title:	Key issue:	Report author:	Cabinet Member:
16/11/2022 13:00	Notice of Motion - Wyllie Bends	For Cabinet to consider the proposals put forward by Cllr. Janine Reed/Cllr. Jan Jones.	Emma Sullivan - Cllr. Jan Jones/Cllr Janine Reed	
16/11/2022 13:10	Street lighting	Review of current street lighting part night lighting policy in view of increasing carbon reduction targets and the declared climate emergency.	Marcus Lloyd;	Cllr. Julian Simmonds;
16/11/2022 13:20	Redevelopment of the former Ty Darran Care Home by Caerphilly Homes	For Cabinet to approve the contract, cost plan, procurement, design and environmental credentials of the scheme.	Jane Roberts-Waite; Nick Taylor-Williams Nick;	Cllr. Shayne Cook;
16/11/2022 13:30	Caerphilly Homes (Development) Forward Work Programme	To discuss the next set of sites that will be brought forward as part of the Caerphilly Homes development programme and Caerphilly Homes governance arrangements.	Nick Taylor-Williams; Jane Roberts-Waite;	Cllr. Shayne Cook;
16/11/2022 13:40	The Biodiversity and Resilience of Ecosystems Duty Ecosystem Resilience Duty	To consider and approve a report on the actions taken to help maintain and enhance biodiversity prior to publication in accordance with the biodiversity duty under the Environment (Wales) Act 2016.	Robert Hartshorn; Philip Griffiths;	Cllr. Chris Morgan;
30/11/2022 13:10	Update on Decarbonisation of fleet vehicles & policies	An update on progress with work to transition our fleet to electric vehicles, including details of phase I of the infrastructure works, with recommendations on policies relating to the use of Council charging points by employees and residents.	Paul Cooke; Sue Richards;	Cllr. Jamie Pritchard;
30/11/2022 13:20	Cyber Security Strategy	To recommend endorsement and implementation of the Strategy.	Liz Lucas; Ian Evans;	Cllr. Nigel George;

Cabinet Forward Work Programme – 9th November 2022

Meeting date:	Report title:	Key issue:	Report author:	Cabinet Member:
30/11/2022 13:30	Programme for Procurement	To extend the Council’s existing Programme for Procurement, which is due to expire in May 2023 for a period of up to 12 months to consider and where applicable incorporate aspects of the UK Procurement Bill and Social Partnership & Public Procurement (Wales) Bill in the Council’s new Procurement Strategy (the new Procurement Strategy will replace the existing Programme for Procurement).	Liz Lucas; Ian Evans;	Cllr. Nigel George;
30/11/2022 13:40	Education Strategy	For Cabinet to consider and approve the Education Strategy proposed from September 2022 – August 2025.	Keri Cole; Paul Warren;	Cllr. Carol Andrews;
30/11/2022 13:50	Christmas Closedown arrangements	For Cabinet to consider the proposals for the Christmas closedown arrangements.	Lynne Donovan;	Cllr. Nigel George;
14/12/2022 13:00	A468 / B4600 Bedwas Bridge Roundabout improvement	The use of CIL funding to initially secure the land necessary to deliver improvement to the Bedwas Bridge Roundabout at the A468/B4600	Mark S Williams/Marcus Lloyd	Cllr. Julian Simmonds
14/12/2022 13:10	Agile Working Policies	For Cabinet to agree HR policies to support agile working.	Lynne Donovan	Cllr. Nigel George;
14/12/2022 13:20	Low Cost Home Ownership (Decision)	The LCHO (Low Cost Home Ownership) report will document the formulation, implementation and the publication of a new policy which governs the process by which the Council will sell homes to people living and/or working in the borough wanting to access homeownership but cannot afford to do so without some form of public subsidy.	Nick Taylor-Williams; Jane Roberts-Waite;	Cllr. Shayne Cook;

Cabinet Forward Work Programme – 9th November 2022

Meeting date:	Report title:	Key issue:	Report author:	Cabinet Member:
14/12/2022 13:30	HRA Charges (Rent Increase)	Members to agree the level of rent increase for council tenants effective from April 2023.	Lesley Allen;	Cllr. Shayne Cook;
14/12/2022 13:40	Council Tax Base 2023/24	For Cabinet to agree the calculation of the Council Tax Base for the 2023/24 financial year.	Sean O'Donnell;	Cllr. Eluned Stenner;
18/01/2023 13:00	Draft Budget Proposals for 2023/24 and Updated Medium-Term Financial Plan (MTFP)	To present Cabinet with details of the draft budget proposals for the 2023/24 financial year and an updated MTFP, to allow for a period of consultation prior to final decision by Council on the 28th February 2023.	Stephen Harris;	Cllr. Eluned Stenner;

Cabinet Forward Work Programme – 9th November 2022

Meeting date:	Report title:	Key issue:	Report author:	Cabinet Member:
25/01/2023 13:00	Pontllanfraith Indoor Bowls	To provide an update on the management of the Islwyn Indoor Bowls Centre and to recommend a revised approach moving forward.	Mark S Williams;	Cllr. Chris Morgan;/Cllr. Nigel George;
08/02/2023	No items currently scheduled			
22/02/2023 13:00	Budget Proposals for 2023/24 and Updated Medium -Term Financial Plan (MTFP)	To seek Cabinet endorsement of the 2023/24 budget proposals prior to final determination by Council on the 28th February 2023, and to note the updated MTFP.	Stephen Harris;	Cllr. Eluned Stenner;
22/02/2023 13:10	HRA Business Plan 2022/23	To update the Housing & Regeneration Scrutiny Committee and Cabinet on the latest Housing Business Plan position in advance of submitting the plan to Welsh Government by 31/3/23, which is a requirement under the terms of the Major Repairs Allowance (MRA) grant. The Housing Business Plan is a 30 year plan and will include rental increase assumptions and forecasted borrowing requirements to enable the HRA to maintain viability while meeting its core objectives.	Lesley Allen;	Cllr. Shayne Cook;

Cabinet Forward Work Programme – 9th November 2022

Meeting date:	Report title:	Key issue:	Report author:	Cabinet Member:
22/02/2023 13:20	Empty Property Grant Approval (Decision)	The new Welsh Government National Empty Property Grant Programme will launch in September 22 and ask for bids from LAs to issue grants up to a Max of £25K to owner occupiers to bring empty properties back into use. Caerphilly Homes will administer the grant for Caerphilly with an expectation that in years 2 and 3 of the 3 year programme, there will be a 35% contribution from each participating LA. The grant will be awarded on a first come first served basis.	Nick Taylor-Williams; Claire Davies;	Cllr. Shayne Cook;
08/03/2023 13:00	Biodiversity and Grass Cutting Regimes	To seek Cabinet approval in relation to proposals to enhance and promote biodiversity in our grass cutting regimes across the county borough and following consultation with local members.	Mike Headington;	Cllr. Chris Morgan;
08/03/2023 13:00	Empty Homes Strategy (Decision)	To seek Cabinet approval of the proposed strategy	Claire Davies; Mark Jennings;	Cllr. Shayne Cook;
22/03/2023 13:00	No items currently scheduled			

Gadewir y dudalen hon yn wag yn fwiadol



CABINET – 16TH NOVEMBER 2022

**SUBJECT: NOTICE OF MOTION – RE-EVALUATE THE CABINET
DECISION OF THE 9TH FEBRUARY 2022 – B4251 YNYSDDU
TO WYLLIE HIGHWAY IMPROVEMENT**

**REPORT BY: CORPORATE DIRECTOR EDUCATION AND CORPORATE
SERVICES**

1. PURPOSE OF REPORT

- 1.1 Cabinet is asked to consider the Notice of Motion as set out in paragraph 5.1 of the report and make an appropriate recommendation. In accordance with Rule 11(3) of the Constitution.

2. SUMMARY

- 2.1 A Notice of Motion has been received from Councillors J. Reed and J. Jones and is supported by Councillors K. Etheridge, A. Farina-Childs, B Owen, and N. Dix and was considered by the Environment and Sustainability Scrutiny Committee at its meeting on the 26th October 2022 and was supported by the majority present.
- 2.2 The Notice of Motion meets the criteria set out in the Council's Constitution and in accordance with the Council's Rules of Procedure is now referred to Cabinet for consideration

3. RECOMMENDATION

- 3.1 Cabinet is asked to note the recommendation of the Environment and Sustainability Scrutiny Committee and consider the notice of motion as outlined in paragraph 5.1 and make an appropriate recommendation.

4. REASONS FOR THE RECOMMENDATION

- 4.1 In accordance with the Council's Constitution.

5. THE REPORT

- 5.1 **Notice of Motion**

Councillors J. Reed and J. Jones in their notice of motion request that the Cabinet decision taken in on the 9th February 2022 in relation to the B4251 Ynysddu to Wyllie Highway Improvement be re-evaluated for the reasons detailed below: -

1. The Amey Consulting Safety Report was dated 18/03/2020 and did not go to the Council's Cabinet for approval.
 2. The Amey report did not recommend any fencing but the Cabinet Report in February 2022, did recommend a chain link fence.
 3. The report by Amey suggested remedies but Cabinet seemed to focus on a chain link fence, which was not recommended, and other safety features were ignored.
 4. Cabinet voted for a concrete chain link fence, but that decision was overruled, without going back to Cabinet to authorise a different type of fence to the one voted on.
 5. The Amey report recommended a re-assessment of night lighting, but this was not done. It was not mentioned in the Cabinet report.
 6. The Amey report recommended solid line central reservation marks not to overtake on bends. Again, not mentioned in the Cabinet Report and we believe this to be a safety issue.
 7. We believe the accidents statistics need to look at all accidents as potential serious accidents.
 8. We believe there are other roads within Caerphilly Borough who have VRS barriers, and we wish to make a direct comparison as this is not being consistent and rational.
 9. We feel that consistent meaningful consultation did not take place with the community and stakeholders.
 10. We request that an independent re-evaluation of the safety of the Wyllie Bends be undertaken to address the points listed above.
- 5.2 Officers have provided the following information in relation to the Notice of Motion: -

An independent safety report was commissioned and was undertaken by AMEY consulting for the section of highway between Ynysddu and Switchgear following the fatal accident in October 2019. All the report recommendations have been considered and implemented as necessary following a review of the report findings. It should be noted that these are technical details that are dealt with by the relevant qualified technical officers and managers within the Highway service on a day to day basis.

The safety report recommended a number of interventions. All recommendations from the safety report were considered and implemented where necessary and the resultant actions are listed below:

- **Carriageway surface** – Generally in good condition. Two areas of depressions noted and **resurfacing works were undertaken in Sept 2020 to rectify these as recommended.**
- **Kerbing** – Varying upstands but the majority were in good condition. Some unevenness noted but kerbs still aligned which still delineate the edge of carriageway so is not considered a hazard. Some vegetation clearance was also required on a small 25m section **this was completed at that time.**
- **Road markings** – Gateway features, central hatching and bus stop markings were all in good condition and well maintained.
- **Road studs** – Installed throughout the national speed limit area were all in good condition. It was noted two number were missing **which were replaced following receipt of the safety report.**
- **Signage** - There are various road traffic signs throughout the study area. All signs and reflective bollards were in good condition. Routine cleaning and vegetation clearance was recommended. **This clearance was undertaken while additional recommended signage was installed in 2020 as recommended by the report.**
- **Street lighting** – Street lights were upgraded to LED's in 2019 and were all in good condition. This road has been subject to part night lighting between the hours of midnight and 5.30am since 2010. A review of the street lighting was suggested within the report. **An officer review was undertaken and as the speed limit was proposed to be reduced to 40mph as recommended within the report any alteration to the street lighting part night lighting regime was not deemed necessary. This road is similar to many other roads within the borough where part night lighting has operated since 2010.**
- **Carriageway falls and drainage** – As an existing aged road, drainage is likely to be substandard when compared to new guidance. However, a drainage survey was conducted on a wet day with intermittent rainfall during which the drainage appeared to be working as intended. There were several instances of minor ponding against the kerb line, but no major areas extending across the running lanes. Two gullies appeared to be blocked and **routine maintenance addressed these concerns at that time.**
- **Bus stops** – Bus stops are located at the most appropriate locations along the road length, however, there are some issues whereby cars have to overtake stationary buses if they stop for passengers. **The reduction of the speed limit to 40mph has reduced the risk associated with this activity**

and it is no different to the multitude of other bus stops around the borough and country.

- **Existing safety fence (VRS)** – There is approximately 20m of safety fence on the south bound approach to the river bridge. The end terminal does not comply with current standards. **As the speed of the road was reduced to 40mph the end terminal requirement meets the required standards for a road with this speed limit.**

In addition to the above a chain link boundary fence was also installed following consultation undertaken by senior officers with the local members along with the family of the female who unfortunately passed away. Due to a material supply issues an officer delegated decision was taken in consultation with the Cabinet Member to change the posts from concrete to metal. This change was in line with highway design standards and is an approved material for such highway boundary fences. The safety report also made reference to a review of street lighting should the speed limit remain unchanged. The speed limit was reduced to 40mph as recommended within the report. Given the decision to reduce the speed limit to 40mph there was further discussion at senior officer level on whether permanent street lighting should be considered, however, this was not supported as a review of police accident reports did not identify that the lack of street lighting had any direct influence on the accidents that have occurred on this road. Most of the accidents have occurred either during daylight hours or whilst the street lighting has been switched on. Highway design standards do not specify the need for streetlighting on 40 mph roads.

In terms of the categorisation and reporting of accidents, all personal injury accident reports are received via the police. The categorisation of accidents is not a CCBC protocol but is instead a national standard that the authority cannot change. Between 2014 and the undertaking of the safety review (March 2020) there had been 9 reportable accidents on this section of highway which is in excess of one mile in length. All details of previous reportable accidents were made available to the safety consultant. There were no cluster sites on this stretch of road that were identified as the accidents on this road have occurred at various sections of the highway and at various times of day and night (mainly during daylight or street lighting operational hours). There appears to be no correlation between the accidents that have occurred on this section of highway.

The road also has a central hatched area, which serves to deter overtaking, increase separation of opposing traffic flows and reduce lane widths. This is a standard highway specification detail and considered appropriate for this section of highway. Every road within Caerphilly is different and constructed at different times when highway standards were possibly not in place. The safety report stated that:

“The stretch of road within the study area is a well-established route, it is not expected to conform to current standards. Motorists are obligated to “take the road as they find it”, which means they should drive at an appropriate speed for the conditions. However, motorists may differ significantly in their interpretation of the conditions”.

Following review of the safety report the most beneficial intervention identified was to reduce the speed limit of the road to 40mph as recommended by the safety consultant. Comparisons to other roads are not meaningful as each has its own unique characteristics that need consideration. The authority also has a Vehicle

Restraint Policy which is used to determine if a Vehicle Restraint System (VRS) is required. The Provision of Road Restraint Systems on Local Authority Roads (PRRSLA) offers appropriate guidance to Local Authorities on the provision of Road Restraint Systems and this did not recommend a VRS as it only scored as a medium priority as detailed within the cabinet report.

The safety report further highlights that:

“In the PRRSLA guidance the installation of VRS can itself cause a hazard; this is because it is designed and tested to be impacted at a certain angle at a certain speed. The use on particularly tight radii can cause the impact angle to be far too steep which will then become a hazard in itself to the occupier of an errant vehicle.”

This is a very relevant comment as this road comprises a number of tight radii bends. It is clear from the safety report that the most beneficial intervention was to reduce the speed to 40mph. This was actioned in 2020 along with the other interventions highlighted above as recommended by the independent safety report.

6. ASSUMPTIONS

- 6.1 As a notice of motion is a procedural matter and must be dealt with in accordance with Council's Constitution, no assumptions have been made.

7. SUMMARY OF INTEGRATED IMPACT ASSESSMENT

- 7.1 This report does not require an Integrated Impact Assessment as it relates to a procedural matter under the Councils Constitution.
- 7.2 The procedural rules regarding a Notice of Motion are contained within Council's Constitution as adopted in May 2002. The Council's Constitution sets out the framework for the decision-making roles and responsibilities.
- 7.3 However the outcome of the Notice of Motion and any subsequent reports arising from it may require an Integrated Impact Assessment.

8. FINANCIAL IMPLICATIONS

- 8.1 There are no financial implications associated with this report.

9. PERSONNEL IMPLICATIONS

- 9.1 There are no personnel implications associated with this report.

10. CONSULTATIONS

- 10.1 The Notice of Motion was considered by the Environment and Sustainability Scrutiny Committee at its meeting on the 25th October 2022. At the meeting Councillor Kevin Etheridge also handed in a petition of 124 signatures. The petition on behalf of residents and campaigners requested that the Scrutiny Committee following the

notice of motion on the safety aspects of the Wyllie Bends recommends to Cabinet that the matter is discussed and debated at Full Council on the 24th November 2022 to all 69 Councillors.

- 10.2 J. Jones mother of Ms. L. Jones who tragically lost her life in an accident on Wyllie Bends in October 2019 addressed the committee and detailed the circumstances and road conditions that led to her daughter's death. She outlined areas where she believed appropriate consultation had not taken place and inaccuracies, that she felt required addressing as they were not included in the report considered by Cabinet in February 2022.

The Scrutiny Committee were asked to note that the family had not been aware of the Amey Safety Report, or the Amey Safety Audit and they felt that the Local Authority had not been open or transparent in this regard as they had been unable to explore the reports or to fully engage with the consultation. From the first meeting they considered that Highways Officers did not have an accurate understanding of the accident and were surprised that the risk assessment conducted by them had been a desktop exercise with no site visit conducted. This they felt should have been conducted either after hours or in inclement weather and in liaison with Gwent Police. The Officer who had been involved with the consultation process had been a ward PC, who had no knowledge or experience of Wyllie Bends incidents and accidents, and not with the Collision Investigation Team despite Inspector Martin Smith being readily available to discuss improvements and ensure that they were robust and linked well with accident causes. Mrs Jones also stated that the accident investigation had revealed that there were no defects with her daughter's car when it was examined after the accident.

Reference was then made to the Cabinet report and the options offered, the Scrutiny Committee were asked to note that concrete posts and chain link fencing was the preferred option however this was not what was installed and no other options such as crash barriers or street lighting were presented for consideration. Members were advised that Vehicle Restraint System crash barriers were designed to fall apart and would absorb impact and there was little chance of bounce back. Ms Jones expressed her firm belief that crash barriers and additional street lighting was needed to prevent further accidents and asked the Scrutiny Committee to support the re-evaluation of the road and a thorough independent assessment that should include the full application of expert knowledge of past events and incidents in liaison with the Gwent Police Collision Investigation Unit.

- 10.3 Councillor Janine Reed as proposer presented the notice of motion and using photographs outlined the road in question and the boundary fence. The Scrutiny Committee were asked to note that the Amey safety report did not recommend the installation of a chain link fence, which was detailed in the Cabinet report as being most appropriate safeguard for this section of the road and in accordance with relevant design standards, might reduce the risk of vehicles leaving the road and protect pedestrians. However, a mere boundary fence was installed, which Cllr Reed considered would not provide the same level of protection to road users as a VRS.

Reference was then made to the Amey report and although it stated that a VRS or Vehicle Restraint System was considered to be disproportionate to the benefits it would achieve, it was worth noting that there had been 3 further accidents this year on Wyllie Bends where all 3 vehicles have left the carriageway. Councillor Reed asked the Committee to consider why this safety measure had been installed on other roads in the borough similar in topography to Wyllie Bends but not on Wyllie Bends and advised that between 1999 and 2021 there had been 32 accidents, 21

slight, 9 serious and 2 fatal.

Councillor Reed asked the Scrutiny Committee to support the Jones family and concerned local communities by recommending a reassessment of the road and the installation of a VRS System at strategic places along this dangerous road.

- 10.4 Councillor Jan Jones as the second proposer of the motion focused on reasons why night lighting should be reinstated on the Wyllie Bends. Councillor Jones asked the Committee to consider the 32 recorded incidents between 1991 to 2021 and the additional 3 incidents that have occurred in recent months and although the report advised that accidents occurred mainly during daylight hours or within street lighting operational hours, it was during the hours of darkness that the more serious incidents and fatalities occurred.

Councillor Jones advised that no reference was made to street lighting in the Cabinet report or the Amey report and this she felt prevented Cabinet from making an informed decision. The Scrutiny Committee were asked to note the wording of the Amey report in relation to night lighting, and this Councillor Jones felt to be ambiguous and wrongly interpreted by Officers. Councillor Jones accepted that reinstating the lighting would probably not prevent accidents happening at night, however night lighting might well save other lives in the future, particularly given the history of this stretch of road and that it runs alongside a fast-flowing river.

Councillor Jones asked the Scrutiny Committee to consider the notice of motion and support the request for an independent re-evaluation of the safety of Wyllie Bends.

- 10.5 Councillor Kevin Etheridge as a signatory of the notice of motion then addressed the Scrutiny Committee and presented a petition of 124 signatures and asked that the Scrutiny Committee recommend that Cabinet consider recommending that the notice of motion also be presented to Council on the 24th November 2022, so that all 69 Members can consider and debate it and requested that a site visit between all respective ward members and Cabinet Members also be held.

Councillor Etheridge thanked Jo Jones for her emotive speech and asked for the Committee's compassion and understanding when considering the notice of motion.

- 10.6 Members thanked Jo Jones for her presence and expressed their condolences for the tragic loss of the daughter.

A Member expressed his support for the motion and his concern that a lot of information had appeared to have been lost between the Amey report and the Cabinet report which prevented them from making, what he felt to be an informed decision. Although accepting the supplier issues for the posts, the recommendation from Cabinet was for the installation of a chain link fence, which would in his opinion do little to prevent cars from leaving the road and he also felt that street lighting had a part to play in the accident and its reinstatement in this area should be fully explored.

A Member referenced the safety report and the recommendation to reduce the speed limit on the road to 40mph, other significant traffic calming measures on the road as recommended by the safety consultant and issues raised on social media about driver behaviour on this stretch of road and asked what, if anything could be done in this regard.

Clarification was then sought in relation to the Amey report and its consultation with the community and stakeholders and what form this took and particularly whether the

family had been aware of it. The Member also asked if any resurveying of traffic speeds on Wyllie Bends had been undertaken since the reduction of the speed limit had occurred.

A Member then queried if an independent re-evaluation was approved, how would it be conducted and how would Members be able to satisfy themselves that all aspects of the concerns raised tonight would be covered.

- 10.7 Officers in responding to the concerns raised, advised that the Amey report was independent, and Officers had worked extensively on the recommendation made therein. Should a subsequent independent report be required then another consultant would be commissioned to undertake it.

Officers explained that the VRS can in of itself cause a hazard, because it was designed and tested to be impacted with a certain angle and certain speed, to use on particularly tight radii such as Wyllie Bends, the impact angles would be far to steep and then become a hazard to the occupier of errant vehicle. This was clearly highlighted in the Amey safety report. This view was taken into consideration when the safety report was reviewed and as the consultants had not considered them necessary and in itself created a hazard was the reason this option was not taken forward. It was noted that as a result of ash dieback and the removal of a number of trees the road had been significantly opened up. This was referenced in the Cabinet report and was the reason why a further review was undertaken and why a boundary fence was put in. The Officer confirmed that a meeting was held with the family to discuss the options and what the three options would be going forward to Cabinet. The Officer also confirmed that Cabinet had agreed a concrete post and chain link fence however the lead time for the materials due to supplier issues because of Covid were a further 3 months and so the Officer took a delegated decision to change to a steel post which was readily available but still complied with the highway specifications. Members were advised that the delegated decision had been posted for their awareness.

The Officer confirmed that the report also highlighted that the most beneficial improvement would be to change the road to 40mph, which was implemented and further recommendations for additional chevrons were also implemented. The position and type of road markings were detailed it was noted that solid markings could not be installed in sections along the road due to the location of the various bus stops where overtaking would be required. The officer also clarified that the road currently has a wide central hatched marking which the majority of drivers would be aware of are there to deter any overtaking movements.

In relation to street lighting, Members were asked to note that this had been reviewed and evidence from police reports did not attribute any of the accidents to street lighting, with most accidents occurring, either during daylight hours on while street lighting was on.

In terms of driver behaviour, the Officer advised that they would be more than willing to look at a road safety campaign. It was noted that speed surveys had shown that 85th percentile speed for the road is 40.5mph, so the vast majority of drivers were adhering to the speed limit, because of this the installation of speed enforcement cameras would be unlikely to be supported by Go safe the speed camera operator.

- 10.8 Members expressed further concerns that there seemed to be a disparity between safety recommendations as to what was and was not sufficient and given this, felt that further investigation was warranted.

A Member queried whether the cutting down of the trees and opening up the road now meant that more substantial fencing should be installed and referenced the fact that sections of the current fencing had already been obliterated which seemed to illustrate that this needed to be looked at again.

Further concerns were then expressed to drainage on the road, and whether there were enough gullies present to prevent the build-up of water and if there were any other safety measures that could be taken that would prevent any cars that did leave the road from entering the river.

A Member then queried whether mature tree planting of 4/5 inch trunks could be used to provide a natural barrier to the river, further slowing vehicles.

- 10.9 The Officer advised that he was not aware of any system that would prevent cars from entering the river and was mindful that anything installed could become a hazard itself. In terms of the drainage system, he agreed any road not just Wyllie Bends could become overloaded depending on the level of rain. Members were asked to note that although it would not withstand a head on collision, the present boundary fence does provide some restraint, but the suitability and level of protection afforded by any barrier depends on the speed and angle of the impact.

As to tree planting, they had the potential to be hazards in of themselves, but this could be considered.

The Officer advised that there were still waiting on information from Gwent Police on the latest accident and as soon as that was received then all safety information would be reviewed and considered.

- 10.10 Having fully considered the notice of motion, it was moved and seconded that it be supported and by way of Microsoft Forms and it noting there were 11 For, 2 Against and 2 Abstentions this was agreed by the majority present.

RECOMMENDED to Cabinet that the notice of motion be supported.

11. STATUTORY POWER

11.1 Local Government Act 2000

Author: Emma Sullivan (Senior Committee Services Officer)

Appendices: Appendix 1 Signed copy of Notice of Motion.

Gadewir y dudalen hon yn wag yn fwriadol

**NOTICE OF MOTION – RE-EVALUATE THE CABINET DECISION OF THE 9TH
FEBRUARY 2022 – B4251 YNYSDDU TO WYLLIE HIGHWAY IMPROVEMENT**

To consider the undersigned Notice of Motion standing in the name of County Borough Councillors J. Reed and J. Jones and supported by the Members listed.

The Motion requests that the Cabinet decision taken in on the 9th February 2022 in relation to the B4251 Ynysddu to Wyllie Highway Improvement be re-evaluated for the reasons detailed below: -

1. The Amey Consulting Safety Report was dated 18/03/2020 and did not go to the Council's Cabinet for approval.
2. The Amey report did not recommend any fencing but the Cabinet Report in February 2022, did recommend a chain link fence.
3. The report by Amey suggested remedies but Cabinet seemed to focus on a chain link fence, which was not recommended, and other safety features were ignored.
4. Cabinet voted for a concrete chain link fence, but that decision was overruled, without going back to Cabinet to authorise a different type of fence to the one voted on.
5. The Amey report recommended a re-assessment of night lighting, but this was not done. It was not mentioned in the Cabinet report.
6. The Amey report recommended solid line central reservation marks not to overtake on bends. Again, not mentioned in the Cabinet Report and we believe this to be a safety issue.
7. We believe the accidents statistics need to look at all accidents as potential serious accidents.
8. We believe there are other roads within Caerphilly Borough who have VRS barriers, and we wish to make a direct comparison as this is not being consistent and rational.
9. We feel that consistent meaningful consultation did not take place with the community and stakeholders.
10. We request that an independent re-evaluation of the safety of the Wyllie Bends be undertaken to address the points listed above.



Signed: Councillor J. Reed



Councillor J. Jones

Supported by: Councillors N. Dix, K. Etheridge, A. Farina-Childs and B. Owen.

Link to the Cabinet Report: - [B4251 Ynysddu To Wyllie Highway Improvement.pdf](#)
([caerphilly.gov.uk](#))



CABINET - 16TH NOVEMBER 2022

SUBJECT: STREET LIGHTING REVIEW

REPORT BY: CORPORATE DIRECTOR OF ECONOMY AND ENVIRONMENT

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1. PURPOSE OF REPORT

- 1.1 To update Cabinet on a high level review of street lighting undertaken in lieu of the employment of LED and Part Night Lighting which was fully introduced across the County Borough in February 2021 and the Climate Emergency that has been declared by the Council.
- 1.2 To provide Cabinet with feedback and recommendations from the Environment & Sustainability Scrutiny Committee held on 25th October 2022 and to seek a Cabinet decision on the future street lighting strategy for the County Borough.

2. SUMMARY

- 2.1 To meet the challenges of carbon reduction commitments and rising energy costs in May 2018, the Regeneration & Environment Scrutiny Committee recommended a programme to Cabinet for the installation of LED lighting and implementation of a part night-lighting (PNL) strategy. This programme was subsequently agreed by Cabinet and was rolled out across the County Borough over a 20 month period between April 2019 and February 2021. The system has been operational since with full LED infrastructure and PNL between the hours of midnight and 5.30am.
- 2.2 The Council has declared a climate emergency, so the reduction in carbon emissions is a commitment to the prevention of the long-term threat of climate change to which energy reduction plays a key role. Whilst other activities affect climate change more than lighting, it is still a very strong contribution from a single industry sector. Experts agree that we will not meet our goals for mitigating climate change without reducing the amount of Carbon being emitted into the atmosphere. Something must be done to restore the resilience of our planet to off-set the changes in our environment.
- 2.3 In addition to the experiences of climate change which are now evident across the world, Caerphilly County Borough Council's resources are inevitably finite both operationally and financially. This, combined with rising energy costs reinforced the need for a proportionate response in terms of street lighting service provision.
- 2.4 The strategy that was supported by Scrutiny and Cabinet has resulted in carbon savings of circa 2836 tonnes per annum as well as significant financial/future cost avoidance savings which are outlined in the Financial Implications at section 8 below.

- 2.5 The highways infrastructure provides local access to all road users be that for education, leisure, business or wider authority and regional connectivity. It shapes the character of an area adding to the social, well-being and quality of life in a community.
- 2.6 The total number of street lights across the Authority has increased over the last 5 years and now stands at 27,373. This increase in the street lighting asset has coincided with a period of MTFP savings, increasing energy costs and the very real threat of climate change being felt by our communities.
- 2.7 Following the implementation of the LED and Part Night Lighting Policy approved in 2018, CCBC has 22,344 street lights that are switched off at midnight for five and a half hours, 2684 illuminated signs and 711 flexible bollards. Signs continue to remain lit through all hours of darkness and bollards are no longer illuminated.
- 2.8 This report sets out the parameters of a high level review undertaken by officers which considered a number of alternative options and examined the resultant carbon and financials of each.

3. RECOMMENDATIONS

Cabinet is asked to consider the feedback from the Scrutiny Committee (including its suggested recommendations outlined in section 10 below) and the officer recommendations below and offer its views on the future street lighting strategy for the Authority.

Officer recommendations are that: -

- 3.1 The existing street lighting policy is maintained.
- 3.2 Officers continue to work with their colleagues in Gwent Police in accordance with the existing, agreed protocol relating to crime.
- 3.3 Issues relating to fear of crime are recognised by the Authority and where these issues are considered to be significant an individual response is offered through the Community Safety Partnership which will include a number of wider interventions, such as security advice and guidance.

4. REASONS FOR THE RECOMMENDATIONS

- 4.1 To ensure the Council continues to reduce its impact on the climate through maintaining its commitment to reduce carbon emissions.
- 4.2 To ensure the impacts of rising energy costs are managed effectively as part of the overall financial strategy for the Authority.

5. THE REPORT

- 5.1 To meet the challenges of Carbon reduction commitments and rising energy costs within Highways street-lighting, the Regeneration & Environment Scrutiny Committee and Cabinet endorsed a programme to implement LED installation and part night lighting between the hours of midnight and 5.30am, to all lighting, except at junctions

and in major town centres. This followed on from a 2010 initiative where the street lights on inter-urban routes connecting towns and villages were previously altered to part-night lighting from midnight to 5.30am. This inter-urban routes PNL initiative therefore operated seamlessly for a period of 10 years prior to the latest LED/PNL initiative.

5.2 In late 2021/22 the then Leader of Council gave a commitment that the street lighting strategy would be reviewed after the revised service had been operational for at least 12 months.

5.3 In undertaking any review, the following factors have been taken into consideration:-

- National data & reports on the links between removal of night lighting and crime.
- Complaints data.
- Gwent Police crime data and outcomes of regular meetings between Gwent Police and Highways Infrastructure staff.
- Data on joint work with Gwent Police in relation to the restoration of street lighting to support CCTV roll-out or temporary investigations of crime.
- Carbon & financial savings data for various alternative delivery options.

5.4 It is also important for the Scrutiny Committee to note that even though the Authority purchases all of its energy from renewable sources, carbon savings can only be accounted for against the Authority's Carbon reduction targets when there is an actual saving made (in street lighting terms the combination of LED and PNL has achieved this). Removing PNL would therefore result in additional carbon being emitted and would be detrimental to the Authority's carbon targets.

5.5 **Complaints**

In undertaking any review the number of "complaints" received by the Authority needs to be taken into consideration.

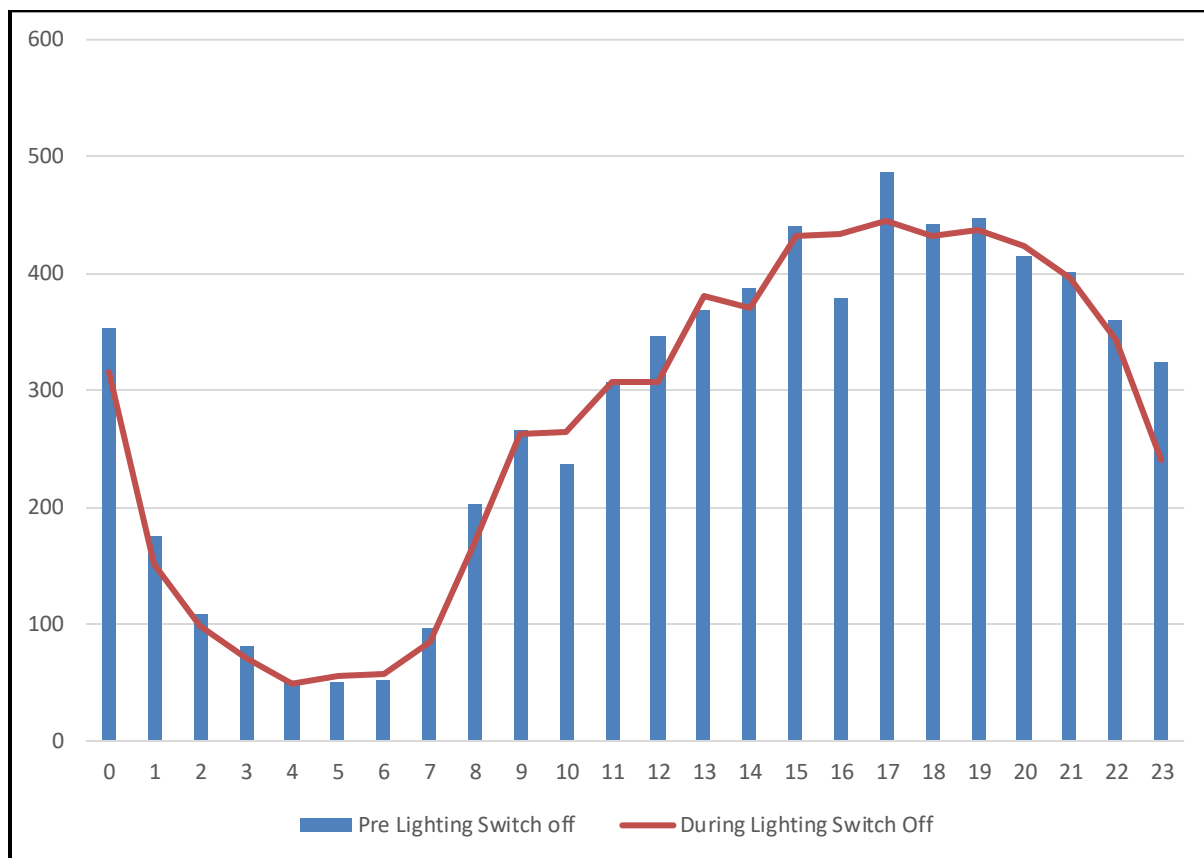
Following the implementation of the change to LED street lights and the reduction in street lighting operating hours policy, a total of 316 complaints from CCBC residents have been received (this equates to 0.18% of residents) and are itemised below:

- 147 directly against the policy.
- 86 that the LED lighting is over bright.
- 56 that the LED lighting does not provide enough illumination
- 22 that the times of operation are problematic and
- 5 following last years well publicised attack on Sarah Everhard.

5.6 Scheduled meetings are in place between Highways Managers and Senior officers from Heddlu Gwent Police to review crime statistics for the hours of reduced street lighting operation. These meetings provide an effective collaboration method where the police can request temporary night time switch on where crime investigations are underway (a recent example has been the Pengam ward where a hate crime investigation was underway) or where new CCTV infrastructure is being introduced which requires permanent night lighting (a recent example of this is Rhymney). To date there is no associated link that has been established between the occurrence of crime and the reduction in street lighting operating hours policy. The

graph below provides an indication of crimes by hour of day for the period July 2020 to June 2021 (ie: pre, during and for 4 months post PNL introduction).

Crimes by hour of day – July 2020 to June 2021



5.7 In undertaking the review, officers have considered 4 potential options in addition to the status quo (i.e. lights switched off in residential areas and inter urban routes between midnight and 5.30am) prevailing. All of these additional options involve the employment of “dimming” technology (in the form of a central management system or CMS) to centrally control LUX levels.

5.8 Central Management System (CMS) and Dimming

A CMS allows for the unlimited control of the street lighting equipment from a central point via a computer. In general, all CMS’s allow for the collection of data from individual lamps giving the switch times, energy use and operating status. Variable levels of dimming would also be possible on lanterns equipped with electronic gear. No energy or carbon dioxide savings would result directly from the installation of remote monitoring but increases in energy use and emissions would be dependent on the control settings selected.

5.9 If a CMS was supported for introduction, all street lights would require the installation of a CMS node. Although 4989 lanterns already have older CMS capability, to implement dimming of all LED lanterns these nodes would also require upgrading with a supply, installation and set up cost of **£1,640,000**

- 5.10 To enable the 2684 illuminated signs to operate via CMS would cost an additional **£129,000.**

There are 7,400 lanterns with LED gear trays installed in around 2010 that are not compatible with CMS dimming and these would also require upgrading at a cost of **£1,645,000.**

The purchase and installation of additional base stations would be required to ensure full radio coverage across the borough. The service provider – (Telensa) would be required to undertake a feasibility study of the actual number, but indications suggest at minimum an additional 32 base stations would be required at a cost to supply and install of **£112,000.**

An annual maintenance fee of **£39,640.00** would also be applicable.

- 5.11 **In summary the installation of a CMS would be circa £3.5m.**

- 5.12 Following installation of a CMS, it is assumed that the 4941 lanterns located at junctions, conflict areas and roundabouts will remain on at full output, as will the 2684 illuminated traffic signs and that the 5,368 street lights located on inter urban routes could be altered to allow for dimming regimes.

- 5.13 For the street lighting system to remain within compliance of BS5489 Requirements for road lighting, the lantern output can be reduced subject to highway use and primarily the vehicular traffic flows. As such data indicates that it would be possible to reduce the classification of street lighting subject to the following operating periods:

- 100% of lantern light output (lumens) dusk to 19.00.
- 75% of lantern light output (lumens) 19.00 to 21.00
- 50% of lantern light output (lumens) 21.00 to 00.00
- 25% of lantern light output (lumens) 00.00 to 05.30

- 5.14 The options examined by officers resulted in various carbon and financial impacts and are outlined in the table below.

Review Options Compared to Status Quo

Option	Description	Carbon Impact	Financial Impact/Payback
1.	<ul style="list-style-type: none"> • Normal Lighting to 7pm • 7pm to 9pm dim to 75% • 9pm to midnight dim to 50% • Midnight to 5.30am dim to 25% 	Emission of additional 154tpa of carbon	<ul style="list-style-type: none"> • Additional energy cost of £53,000pa. • No payback on £3.5m CMS investment.
2.	As option 1 but lights switched off between 2am & 4am.	Emission of additional 33tpa of carbon	<ul style="list-style-type: none"> • Additional energy cost of £11,000pa. • No payback on £3.5m CMS investment.
3.	As option 2 + inter-urban routes switched off between midnight & 5.30am.	Further reduction in carbon	<ul style="list-style-type: none"> • Further savings in energy costs of £72,000pa.

		emissions of 210tpa.	<ul style="list-style-type: none"> 48 year payback on £3.5m CMS investment.
4.	<ul style="list-style-type: none"> 7pm to 9pm dim to 75% 9pm to midnight dim to 50% Midnight to 5.30am switch off (as status quo) 	Further reduction in carbon emissions of 233tpa	<ul style="list-style-type: none"> Further savings in energy costs of £80,000pa. 44 year payback on £3.5m CMS investment.

5.15 Although fear of crime “complaints” linked to street lighting are minimal, it is recognised that there may be vulnerable residents for whom this is a potential issue.

5.16 Where fear of crime issues are linked to night time lighting switch persist then options involving collaboration between the Authority’s Community Safety Team and Gwent Police can be considered to include advice relating to the purchase and installation of a home burglary pack and ring doorbell combined with a home visit to review security and provide reassurance to the resident.

6. ASSUMPTIONS

6.1 The financial implications (both in terms of savings and costs) are based on confirmed energy prices at 2021/22 rates. It is assumed that energy prices will at least double throughout the remainder of 2022/23 and into 2023/24

7. SUMMARY OF INTEGRATED IMPACT ASSESSMENT

7.1 As this report is a review of an existing policy which recommends the status quo, a new IAA has not been required.

8. FINANCIAL IMPLICATIONS

8.1 The switch to LED and PNL (the status quo) has resulted in cost savings of £1,160,000 at current prices. However, when considering the feedback from the public sector energy procuring organisation (Crown Commercial Services) it is likely that this saving will be circa £2,000,000 as a result of their energy price rise predictions as we move into the second half of the 2022/23 and the 2023/24 financial year (where the predictions are for price rises of circa 170%)

The table below illustrates the effect of the current strategy on street lighting energy costs:

Cost (at current prices) prior to PNL/LED	£1,710,00
Cost (at current prices) post PNL/LED	£550,000
SAVING	£1,160,000

Street lighting energy price rises are predicted to increase all of the above figures by 170%

9. PERSONNEL IMPLICATIONS

- 9.1 There are no personnel implications associated with this report.

10. CONSULTATIONS

- 10.1 The Street Lighting Review was considered by the Environment and Sustainability Scrutiny Committee on Tuesday 25th October, 2022.

The Cabinet member for Highways and Transportation introduced the report.

The Cabinet Member for Prosperity, Regeneration & Climate Change then asked members of the Scrutiny Committee to consider the fact that this Council declared a climate emergency in June 2019. He argued the reduction in carbon emissions is a commitment to the prevention of the long-term threat of climate change to which energy reduction plays a key role. The Cabinet Member asked whether, in the face of a climate emergency, and at a time when the general public is actively reducing their own personal electricity and energy, it would be wise for members to support extra lighting during the hours of 12 midnight to 5:30am.

One Member offered the view that part night-lighting was implemented for financial not environmental reasons and that the Police and Crime Commissioner for Gwent had expressed a personal opinion in a recent media article that streetlights should remain on at night. The member also questioned the validity of a county-wide policy in relation to street lighting.

One Member advocated adopting a Central Management System for streetlights like some neighbouring Local Authorities had, he also highlighted safety concerns around reports that sometimes the lighting did not come back on at 5:30am as planned and he also observed that on long terraced streets midpoint lighting should be provided during the hours of darkness. The Member also highlighted how the Rhymney area had received Safer Streets funding specifically for street lighting. The Member wished to know where this money had gone.

One Member observed that adopting a Central Management System would allow the Council to be more creative in terms of exploring dimming options, highlighting safety concerns for vulnerable people associated with the part night-lighting scheme and questioned if further options beyond midnight to 5:30am could be explored such as switching lights off for shorter periods during the night.

One Member questioned the environmental aspect highlighted in the report as all energy to power street lighting across the County Borough came from renewable sources. The Member was of the view that the current policy was only implemented for financial reasons.

In response, the Corporate Director stated that, even though we use green / renewable energy, we don't get the associated benefits when reporting our carbon emissions back to Welsh Government. When we report, there is still a carbon emissions factor associated with our consumption which has to be reported and an implied assumption that we are not using green energy, the intention being to encourage Councils to work harder at decarbonisation. Where any of our electricity passes through a metre for a commercial supply there is a consequential carbon

implication and we are expected to log that electricity in our carbon reporting as though it is not from a renewable source.

If we were to revert back to switching the lights on, apart from the increase in costs, it would create additional electrical demand on the grid. At times when renewables are not able to meet this demand, this could result in electricity being generated from fossil fuel sources such as gas power stations or nuclear. In view of the above, if our streetlights were switched back on between midnight and 5.30 am then the result would be an increase in carbon emissions of circa 470 tonnes per annum which we would need to report to Welsh Government.

One Member highlighted that residents could explore buying personal head torches and solar powered lighting for their properties if they had any concerns regarding the current policy.

One Member asked a question on antennas on top of street lighting columns within the County Borough which if operational would allow dimming by a management system allowing some light and reducing the carbon footprint. The Head of Infrastructure advised that the installation of a Central Management System (CMS) would cost circa £3.5M and have a payback of approximately 40 years depending on the option chosen. He also highlighted how the nodes currently on columns are designed to regulate switch on/off times and not dimming options.

The Head of Infrastructure also highlighted the way that renewable (solar) energy can be stored and utilised at different times of day and night along with some minor irregularities in the switching times during the time when the clocks go forward or back one hour during the Autumn and Springtime.

It was also explained that the current policy allows for streetlights to be turned back on following the regular review and consultation that is undertaken between officers and Gwent Police colleagues should there be a clear evidence base. Examples were provided and are highlighted within the report and it was also emphasised that the evidence to date is that there is no increase of crime as a result of the part night lighting policy.

The Head of Infrastructure further explained that the levels of complaint from residents in regard the part night light policy is exceptionally low.

One Member observed that a measured approach where certain streets / areas could be switched on at night rather than the current County Borough wide policy would also reduce our carbon footprint and increase night-time safety on streets.

A Member proposed a Motion that the recommendations be amended to include: ***“Cabinet is asked to review the Street Lighting Policy and look at implementing the Central Management System so that the policy is fit for purpose.”*** This was seconded by another Member and a vote was taken by means of roll call. In noting that there were 9 votes FOR and 5 votes AGAINST, the amendment was agreed by a majority of Members present.

Committee Members were advised that the amendment negated recommendation 3.1 above – that “the existing street lighting policy is maintained.” Having noted the content of the report, it was moved and seconded that the following recommendation be forwarded to Cabinet for approval. By way of Microsoft Forms (and in noting there were 12 for, 2 against and 0 abstentions) this was agreed by the majority present.

The Scrutiny committee therefore recommended to Cabinet that:

1. Cabinet Members are asked to review the Street Lighting Policy and look at implementing the Central Management System so that the policy is fit for purpose.

2. Officers continue to work with their colleagues in Gwent Police in accordance with the existing, agreed protocol relating to crime.

3. Issues relating to fear of crime are recognised by the Authority and where these issues are considered to be serious, taking account of the vulnerability of the complainant then an individual response is offered through the Community Safety Partnership which will include a number of wider interventions, such as security advice and guidance.

10.2 The report reflects the views of the other listed consultees.

11. STATUTORY POWER

11.1 Local Government Acts

11.2 Highways Act 1980 and associated Codes of practice/British Standards.

Author: Mark S Williams, Corporate Director for Economy and Environment

Consultees: Christina Harray, Chief Executive
Councillor James Pritchard, Deputy Leader and
Cabinet Member for Prosperity, Regeneration and Climate Change
Councillor Julian Simmonds, Cabinet Member for Highways and
Transportation
Councillor Tudor Davies, Chair of Environment and Sustainability Scrutiny
Committee
Councillor Adrian Hussey, Vice Chair of Environment and Sustainability
Scrutiny Committee
Stephen Harris, Head of Financial Services and S151 Officer
Rob Tranter, Head of Legal Services and Monitoring Officer
Marcus Lloyd, Head of Infrastructure
Lynne Donovan, Head of People Services

Background Papers:-

[Link to Report to Environment and Sustainability Scrutiny Committee – Street Lighting Review, 25th October 2022](#)

[Link to Regeneration and Environment Scrutiny Committee Report – 15th May 2018 – Future Lighting and Energy Saving Proposals](#)

[Link to Cabinet Report - Future Lighting and Energy Saving Proposals – 28th November 2018](#)

Gadewir y dudalen hon yn wag yn fwriadol



CABINET - 16TH NOVEMBER 2022

SUBJECT: CAERPHILLY HOMES – DEVELOPMENT PROGRAMME

REPORT BY: DIRECTOR OF SOCIAL SERVICES AND HOUSING

1. PURPOSE OF REPORT

- 1.1 To update members on the progress being made towards delivering the 400 new home ambition that was agreed by Cabinet in January 2020.
- 1.2 To obtain agreement to move to the next stage of the development process thereby undertaking detailed site investigation work to determine whether the sites noted in this report are deliverable and viable.

2. SUMMARY

- 2.1 In January 2020, Cabinet agreed to deliver 400 new, low carbon affordable homes by 2025. A Caerphilly Homes Strategy and Development Team was established to drive forward the work necessary to underpin this ambition.
- 2.2 Having secured funding to support the delivery of two highly innovative pilot schemes in Trecenydd and Trethomas via the Welsh Government's Innovative Housing Programme, the emphasis now has been to learn from the implementation of both schemes in order to inform the delivery of new homes at Ty Darran, Risca and the former Oakdale Comprehensive School at scale and pace.
- 2.3 Both the Ty Darran and former Oakdale Comprehensive School schemes have received outline planning permission and further Cabinet reports detailing the contract arrangements, cost plan, marketing and commercial strategy and social value plan will be submitted in due course.
- 2.4 The focus for the team now is to identify potential development sites that follow on from Ty Darran and the former Oakdale Comprehensive School thereby ensuring a continuous supply of development sites are brought through the system to help meet the 20,000 new, low carbon affordable home commitment made by Welsh Government; the agreed 400 new affordable home target set by Cabinet (2025) and to meet an ever increasing need for homes (in particular, single person accommodation) as documented in the Local Housing Market Assessment and Local Housing Market Assessment Prospectus. The development of new, affordable homes is a key priority of the Local Housing Strategy: An Agenda for Change (2021-2026).

- 2.5 This report sets out the next 5 sites that have been identified following a robust exercise to determine which are most suitable, taking into consideration the potential developable area, the number of units that may be accommodated and any known constraints.
- 2.6 Subject to approval being obtained, further in-depth site investigations to ensure the suitability of the proposed sites for residential development will be undertaken.

3. RECOMMENDATIONS

- 3.1 Members consider and offer their views regarding the proposal to bring forward a suite of Caerphilly Homes development sites that offer a positive contribution to the Council's policy decision to increase affordable Council housing stock.
- 3.2 Members consider and approve the proposal to the commissioning of intrusive site investigations and the commencement of a detailed development appraisal for each site.

4. REASONS FOR THE RECOMMENDATIONS

- 4.1 To ensure the delivery of 400 new affordable Caerphilly Homes by 2025.
- 4.2 To ensure a continuous pipeline of development sites are brought forward to and post 2025 to meet an ever-increasing need for affordable housing in the county borough.
- 4.3 To ensure that the Council's land and assets are used as efficiently as possible in order to achieve corporate and national ambitions to deliver new affordable homes.
- 4.4 To reduce the number of applicants on the Council's Common Housing Register (CHR). As of the 25 October 2022, the total number of applications was – 6,738 (of those, 5,709 were active applications). As a comparison, on 1st February 2021, the total number of applications was 6,019 (active applications – 4,693) and on 1st February 2020, the total number of active applications was – 5,216 (number of active applications – 3,812).

5. THE REPORT

- 5.1 In January 2020 Cabinet agreed to deliver 400 new low carbon affordable homes by 2025. During 2022/23 Caerphilly Homes delivered its first new homes for 18 years as a result of a partnership between Willmott Dixon and steel frame manufacturers, Caledan Ltd and funding via the Welsh Government's Innovative Housing Programme.
- 5.2 The 18 new homes located in Trethomas and Trecenydd are the first of their kind in the county borough and utilise an innovative steel frame solution manufactured in Caerphilly, for Caerphilly. They are built to the highest standards of efficiency as a result of adopting a fabric first approach thereby helping to lower fuel costs for prospective tenants.
- 5.3 These homes have informed and set the standard for Caerphilly Homes' future schemes. Considerations in respect of placemaking, fabric first, energy efficiency, air quality, climate mitigation and resilience, biophilic design and an emphasis on quality are all part of the emerging ethos that will eventually underpin a Caerphilly Homes brand and the next portfolio of potential development sites that will be brought forward.
- 5.4 Work is ongoing on the Caerphilly Homes site at the former Oakdale Comprehensive School where 85 new homes will be delivered comprising 50% affordable and 50%

market sale homes. It is anticipated that a reserved matters planning application will be submitted in early 2023 which will see a start on site in Spring 2023. A robust commercial and marketing strategy will be presented to Cabinet early in the new year together with the contract, cost plan and social value plan.

- 5.5 A report on the environmental credentials of the scheme will be brought forward for decision by Cabinet in November 2022.
- 5.6 High level designs have been completed for the new Ty Darran later living scheme and engagement with potential occupants and the community will begin in Autumn 2022. The internal and external design and materials will be specified following the engagement sessions with potential occupants and the wider community, with a view to submitting a reserved matters application in January 2023.
- 5.7 The enabling works (including culvert diversion) and the demolition will take place in January 2023 thereby allowing Caerphilly Homes to draw down Social Housing Grant in the final quarter of 2022/23.
- 5.8 It is anticipated that the construction of the homes at Oakdale and Ty Darran will utilise the innovative steel primaframe solution which has been developed by steel frame manufacturers, Caledan Ltd on Penallta Industrial Estate. Investment in this solution has already delivered 3 new employment opportunities and is expected to deliver up to 12 additional roles once the Oakdale development commences.
- 5.9 The next suite of sites to be brought forward as part of the emerging Caerphilly Homes development programme have been selected as a result of the team identifying land to promote as potential housing sites in the 2nd Replacement LDP, and the subsequent refining of these land opportunities alongside the land appraisal consultant team.

Proposed Development Forward Work Programme (5 sites Circa.100 homes)

Former Aldi site, Rhymney (23 homes proposed – 13 affordable & 10 market sales)

- 5.9.1 This is the site of the former Aldi supermarket at the northern end of Rhymney. The site is considered brownfield / previously developed land and consists of hardstanding within the centre of the site and established trees around the west, north, and north-eastern boundaries of the site. The site lies within the defined settlement boundary where new residential development is normally permitted subject to all relevant material planning considerations, and the site falls within Flood Zone A i.e. in an area at little or at no risk of flooding.
- 5.9.2 A Preliminary Ecological Appraisal and Tree Assessment have been carried out and the results of these surveys have informed the proposed site layout. The site currently benefits from two vehicular access. A lane runs along the eastern boundary of the site, the ownership of which is currently unknown. Enquiries are being made regarding the ownership of this lane with the hope of incorporating it into the development site primarily for placemaking reasons. The site is located away from the main road and is sited between a mixture of different housing developments. Overall, there isn't a clear, prevailing form of development. Two-storey dwellings are typical, however, there is opportunity for taller buildings given the relatively unique nature of the site.
- 5.9.3 The initial feasibility plan for the site proposes a mixture of 2, 3 and 4 bed market sales properties, as well as a mixture of 2, 3 and 4 bed general needs and Low Cost Home Ownership (LCHO) homes alongside 1 bedroom later living and general needs

apartments. This would result in a blended community in a sustainable location at the northern end of the county borough.

- 5.9.4 A planning pre-application enquiry has been submitted to the Local Planning Authority and the aim is to achieve Outline planning permission at the site in advance of April 2023 to enable Caerphilly Homes to draw down social housing grant to acquire the site into the HRA. A preliminary SAB scheme based on a brownfield solution has been devised and this will be refined further to intrusive site investigation works that are due to commence in the near future. Please note that a greenfield SAB solution would reduce the number of dwellings that could be delivered down to 20 homes (15% reduction).
- 5.9.5 Subject to achieving outline planning permission it is anticipated that a reserved matters planning application could be submitted in spring 2023 and works could commence onsite in late summer 2023 with a target delivery date of the new homes by summer 2024.

Brookland Road, Risca (13 - 29 homes proposed - 100% affordable)

- 5.9.6 This parcel of land is located in Risca town centre to the north of the Council owned adult training centre on Commercial Street. The site is brownfield / previously developed land and has an area of 0.48ha. The site consists of areas of hardstanding and a youth centre and is currently accessed from Brookland Road from the east of the site and Lynn Road to the west.
- 5.9.7 The site lies within the defined settlement boundary, where new residential development is normally permitted subject to all relevant material planning considerations, and it falls within Flood Zone B, i.e. an area known to have flooded in the past where site levels should be checked against the extreme (0.1%) flood level. A Preliminary Ecological Appraisal of the land and youth centre (bat potential) has been carried out and there are no resultant constraints in that regard. There is a clear prevailing form of development surrounding the site, i.e. terraced and semi-detached 2-storey housing and this has been reflected in the proposed indicative site layout(s).
- 5.9.8 Two indicative layout plans have been prepared for the site; one option where the youth centre is retained and a second option without the youth centre.
- 5.9.9 The initial feasibility plan for the development of the whole site proposes a mixture of two and three bed LCHO properties, one bed general needs apartments, and a mixture of one and two bed later living apartments. The proposed two bed later living apartments have been proposed as a test bed to encourage right sizing in the area to free up larger family homes for families on the housing waiting list. The site development option whereby the youth centre is retained proposes one bed later living and general needs apartments, as well as two and three bed LCHO properties. A need has been identified by the Councils occupational therapist for a five-bedroom home to serve a specific need and the layout has been designed to allow for this, i.e. combining one of the pairs of semi's into a single bespoke dwelling if needed.
- 5.9.10 A planning pre-application enquiry, showing both development options, has been submitted to the Local Planning Authority and the aim is to achieve Outline planning permission on the site in advance of April 2023 to enable Caerphilly Homes to draw down social housing grant to acquire the site into the HRA. A preliminary SAB scheme based on a brownfield solution has been devised and this will be refined further to intrusive site investigation works that are due to commence in the near future. Again, if only a greenfield SAB solution was deemed acceptable that would likely result in a significant reduction in the number of new homes (roughly 15%).

- 5.9.11 Subject to achieving outline planning permission it is anticipated that a reserved matters planning application could be submitted in the spring and works could commence onsite in late summer 2023 with a target delivery date of the new homes by summer 2024. At present the main obstacle to development is a decision on the future of the youth centre onsite.

Land north of James Street, Trethomas (8 later living bungalows - 100% affordable)

- 5.9.12 This parcel of land is located to the north of James Street in Trethomas and currently comprises an area of informal public open space. The site area is approximately 1 Hectare, but it is only proposed to develop 20-25% of the land with the remainder being retained as enhanced public open space.
- 5.9.13 This greenfield site lies within the defined settlement boundary, where new residential development is normally permitted subject to all relevant material planning considerations, and falls within Flood Zone A. A Preliminary Ecological Appraisal and Tree Survey have been carried out and the development has been designed to retain trees of value. The built form context of the area is two storey terraced and semi-detached properties. To the west of the site is the Trethomas Grove sheltered housing complex (single storey).
- 5.9.14 The indicative layout plan has been designed to minimise the impact of the proposed development and retain the vast majority of the public open space. When survey work was undertaken at the site it sparked public interest which resulted in local members contacting the Caerphilly Homes team. Colleagues in the Parks Department have also confirmed that seasonal bulb planting has been undertaken at the site in collaboration with the public and therefore any development would also seek to enhance the remaining public open space and result in biodiversity net gain.
- 5.9.15 It is proposed to build eight later living bungalows. This form of development will have the least impact in visual terms and could act as a pilot site for new later living bungalows that should encourage right sizing to free up larger family homes.
- 5.9.16 A planning pre-application enquiry has been prepared but has not yet been submitted due to political sensitivity surrounding development of the site. Given the existing use of the land, a greenfield SAB solution is proposed that would also form part of biodiversity enhancement at the site. Subject to Cabinet approval it is anticipated that a full planning application could be submitted in Spring 2023, with a view to commencing development in Autumn 2023 and having new homes available in Summer 2024.

Land south of James Street, Trethomas (12 general need apartments - 100% affordable)

- 5.9.17 These two small land parcels have been identified in conjunction with the land above to the north of James Street. The parcels comprise of low quality informal public open space within the settlement boundary, and therefore the principle of development is acceptable in planning terms subject to all relevant material planning considerations. The built form context surrounding these parcels is two storey terraced and semi-detached properties. The site is well related to Trethomas village centre with its associated community facilities and public transport links.
- 5.9.18 The indicative layout plan has been designed to maximise the development potential of the sites whilst retaining the southern portion of the site as public open space / SAB solutions. It is proposed to construct 12 general needs one bedroom two-storey apartments on the two parcels to address the need for this type of accommodation.

5.9.19 A planning pre-application enquiry has been prepared but has not yet been submitted due to the anticipated political sensitivity surrounding this site and the site to the north of James Street. Given the existing use of the land, a greenfield SAB solution is proposed that would also form part of biodiversity enhancement at the site. Subject to Cabinet approval, it is anticipated that a full planning application could be submitted at the site in Spring 2023 with a view to commencing development in Autumn 2023 and having new homes available in Summer 2024.

Land at Park Estate, Bargoed (39 homes [general needs apartments and later living bungalows over 3 land parcels] – 100% affordable)

5.9.20 Please note that the three sites outlined below are all located within the settlement boundary and survey work to date (ecology, tree, utilities, flood risk, etc.) has indicated that they are suitable for new residential development. On all three sites, the vast majority of the informal public open space is retained to ensure the development does not result in an over densification of the land.

1. Western Drive

5.9.21 Initially the Caerphilly Homes team was asked to look at the land at Western Drive as a development site. This land is an allocated housing site in the adopted LDP, and with an area of 1.5Ha capable, in theory, of accommodating approximately 50 homes. However, an ecology survey of the land identified that a large portion of the site is not suitable for development due to its ecological value, and recently planted and established trees to the north of the site have also constrained its development potential to the south-west portion only. Please note that enquiries are being made about the ability to relocate the recently planted trees to expand the development area.

5.9.22 The land is held within the HRA. 16 one bed general needs two-storey apartments are proposed on this site with a greenfield SAB solution. Discussions are ongoing regarding potential architecture given the existing Council housing stock and the balance to be struck between integrating and modernising design.

2. Land at Heol Pencarreg

5.9.23 This is an area of sloping informal public open space. This site has been identified as an opportunity for later living bungalows. Given the topography eight bungalows are proposed opposite the existing two storey dwellings located on Heol Pencarreg. Again, this could present an opportunity to encourage right sizing for older persons to free up larger family homes in the area.

3. Land at Heol Coedcae

5.9.24 This is a difficult site given its topography, the location of existing sewers, and the form, i.e. lack of legibility, of the surrounding housing. Notwithstanding those issues, there is opportunity to deliver approximately 16 one bed general needs apartments and / or later living apartments / bungalows. This mix is still evolving subject to need and site constraints.

5.9.25 Subject to the receipt of Cabinet approval it is anticipated that a full planning application could be submitted for the site in Summer 2023 with a view to commencing development in Summer 2023 and having new homes available in Spring 2024.

Future Development

- 5.9.26 The five sites identified above have the potential to deliver approximately 95-110 new homes, the majority of which are proposed to be affordable and in areas where there is evidenced need. However, beyond these sites, an assessment of Council land holdings has revealed a significant lack of other suitable sites capable of delivering a significant quantum of development, i.e. over 10 homes per site. In light of this, and in order to achieve the target of 400 homes by 2025, Caerphilly Homes will need to identify suitable land to deliver the outstanding number of homes (circa 150).
- 5.9.27 The most appropriate site to deliver a large number of homes (approximately 100) is Aberbargoed Plateau. This is an allocated housing site in the adopted LDP with an existing access. It is understood that there may be aspirations to provide a mixed-use development in this location and therefore a collaborative approach is required with colleagues in the Council's Education and Property Services Departments to ensure a balance is obtained and any future needs can be met.
- 5.9.28 It would be beneficial to undertake a strategic review of the Council's land and assets as a priority to ensure the most efficient use of the land and assets within the Council's ownership in order to meet key corporate commitments. This work, upon conclusion, will inform the evolving development strategy that is under preparation.

5.10 Conclusion

- 5.10.1 The next suite of sites, if approved will potentially deliver circa 100 new homes towards the overall target of 400 by 2025.
- 5.10.2 The five sites identified in this report are those that appear to offer the best chance of success and fall within either the General Fund or the Housing Revenue Account land portfolios. It is important to note that the sites that fall within the General Fund must be valued by the District Valuer and apportioned to the HRA at the value determined by the District Valuer hence, a capital receipt is payable for each. The District Valuer has indicated that the market value for each site is as follows:
- Brooklands (for the whole site) - £425,000
 - Brooklands (excluding the youth provision) - £330,000
 - Former Aldi, Rhymney - £310,000
 - James Street, Trethomas (North) – £95,000
 - James Street, Trethomas (South) - £80,000
- 5.10.3 Social Housing Grant will also be sought to finance the appropriation of any General Fund sites and also their eventual development. The grant rate will be determined by the Standard Viability Model calculation.
- 5.10.4 Identifying land suitable for development is a challenge and in order to achieve the 400 target Caerphilly Homes are heavily reliant on the 21st Century School Programme to make available vacant school sites that may be utilised for residential development. It may also be necessary to consider the purchase of sites that are held privately.
- 5.10.5 In order to operate within a fluid and competitive market, Caerphilly Homes needs to be agile and responsive to take advantage of any land and property opportunities that may benefit the residents of the county borough. As a result, Caerphilly Homes will be drafting an overriding Development Strategy in early 2023 covering principles of development and governance arrangements to ensure Caerphilly Homes is fit for purpose to deliver at the scale and pace that is required to address the housing need within the county borough as the council builds the next generation of council homes.

6. ASSUMPTIONS

- 6.1 Initial assumptions that the 5 sites presented in the report are suitable for residential development by Caerphilly Homes have been made. The next stage of the process is to test these assumptions and de-risk any development that may occur through the undertaking of intrusive site investigations and further survey work to either confirm their development potential or not.

7. SUMMARY OF INTEGRATED IMPACT ASSESSMENT

- 7.1 A comprehensive IIA will be completed for each site if the site is brought forward as part of the Caerphilly Homes development programme.

8. FINANCIAL IMPLICATIONS

- 8.1 In order to assess the viability of each site, further intrusive and site investigation work is required. These works will be undertaken via Caerphilly Homes' land appraisal consultants, Currie & Brown and be subject to the rates agreed in the tender award.
- 8.2 The District Valuer will value all named sites that lie within the Council's General Fund and determine the value of each. A capital receipt will be payable for each site appropriated from the General Fund to the Housing Revenue Account. The details of the value attributed to each site are noted in 5.10.2.
- 8.3 Should development be forthcoming, the appropriation of each site into the HRA will be part funded by the HRA and SHG (Social Housing Grant).

9. PERSONNEL IMPLICATIONS

- 9.1 There are no personnel implications arising directly from this report.

10. CONSULTATIONS

- 10.1 The consultee's below have been viewed the report. All comments received have been incorporated.
- 10.2 The following ward members have been engaged and provided the following comments.
- 10.2.1 Bedwas and Trethomas (Cllr Aldworth, Cllr Winslade and Cllr Phipps) – Councillors collectively disagreed with the proposals to develop on the sites named in the report but were supportive of undertaking further site investigation work on the land at James Street (North), but not the land at James Street (South).
- 10.2.2 Risca West (Councillor Owen and Cllr Wright) – both Councillors were supportive of moving to the next stage of the development process in relation to the land at Brooklands, Risca. Concerns were repeatedly raised by Councillor Owen with regard to not wanting to exacerbate the parking situation in that area of Risca and that he would be supportive of a proposal to attract a hotel to the site or later living accommodation.

10.2.3 Bargoed (Cllr Davies, Cllr Price and Cllr Ingram-Jones) – all Councillors were supportive of moving to the next stage of the development process with regard to the land identified within the report at Western Drive, Heol Pencarreg and Heol Coed Cae.

10.2.4 Rhymney (Cllr Cuss) – Councillor Cuss is supportive of the request to move to the next stage of the development process to bring the former Aldi site forward. Councillor Cuss would like to see the road adjacent to the site adopted and included within any proposed development boundary. This will be explored as part of the development process. Councillor Cuss also noted that he would also like to see the river Walk connected properly so access is enabled from the development. This will be explored further if the development is taken forward.

11. STATUTORY POWER

11.1 Local Government Act 1972, Housing Wales Act 2014

Author: Jane Roberts-Waite, Strategic Coordination Manager (roberj2@caerphilly.gov.uk), Chris Boardman, Development Manager (boardc@caerphilly.gov.uk) and Nick Taylor-Williams, Head of Housing (taylon1@caerphilly.gov.uk)

Consultees: Cllr Andrew Whitcombe, Chair Housing & Regeneration Scrutiny Committee
Cllr Patricia Cook, Vice Chair Housing & Regeneration Scrutiny Committee
Cllr Shayne Cook, Cabinet Member for Housing
Cllr Elizabeth Aldworth, Local Ward Member
Cllr Carl Cuss, Local Ward Member
Cllr Tudor Davies, Local Ward Member
Cllr Dawn Ingram-Jones, Local Ward Member
Cllr Bob Owen, Local Ward Member
Cllr Lisa Phipps, Local Ward Member
Cllr Dianne Price, Local Ward Member
Cllr Jill Winslade, Local Ward Member
Cllr Ceri Wright, Local Ward Member
Christina Harray, Chief Executive
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Mark S Williams, Corporate Director of Communities
Rob Tranter, Head of Legal Services and Monitoring Officer
Stephen R Harris, Head of Financial Services and Section 151 Officer
Rhian Kyte, Head of Regeneration and Planning
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Fiona Wilkins, Housing Services Manager
Kerry Denman, Housing Solutions Manager
Mark Jennings, Principal Housing Strategy Officer
Lesley Allen, Principal Group Accountant (Housing)

Gadewir y dudalen hon yn wag yn fwriadol



CABINET – 16TH NOVEMBER 2022

SUBJECT: TY DARRAN DEVELOPMENT – PRE-CONSTRUCTION SERVICES AGREEMENT (PCSA) INCLUDING ENABLING WORKS

REPORT BY: DIRECTOR OF SOCIAL SERVICES AND HOUSING

1. PURPOSE OF REPORT

- 1.1 To advise members of the progress made towards delivering a net zero carbon ambition for a 46 unit later living scheme at the former Ty Darran care home, Risca.
- 1.2 To obtain approval to enter into a Pre-Construction Services Agreement (PCSA) with Willmott Dixon via the SCAPE Public Sector National Construction Framework Agreement.
- 1.3 Commence detailed site investigations and enabling works on the Ty Darran site in order for the demolition and sewer diversion to commence in January 2023 with a view to commencing construction on site in Autumn 2023 (subject to the receipt and approval of a detailed Delivery Agreement (DA), cost plan and viability appraisal).

2. SUMMARY

- 2.1 Since September 2020 Caerphilly Homes have been working with Willmott Dixon to explore the possibility of delivering a net zero carbon development of 85 homes on the site of the former Oakdale Comprehensive School.
- 2.2 Delivering a net zero carbon development whether, embodied, operational or whole life is not easy, and the conversation continues to involve a number of net zero carbon and sustainability experts together with construction and material specialists.
- 2.3 The work to determine the environmental credentials of the Oakdale development is ongoing and to make an informed decision, the Council needs to fully understand the impact of choosing different environmental options on the cost of the development and also understand, future maintenance requirements and the benefits or implications for customers.
- 2.4 In parallel to the conversation regarding the environmental credentials of the Oakdale development, the Council has delivered two Passivhaus schemes, funded by the Welsh Government's Innovative Housing Programme. The aim of this programme was to pilot new construction methods and materials to mitigate the impact of climate change, lower energy costs and increase the energy efficiency of homes. The programme then encouraged grant recipients to learn from the pilot projects and

apply the positive lessons learnt to other developments at scale and pace. Caerphilly Homes partnered with construction expert Willmott Dixon and Caledan Ltd to develop a fabric first, steel frame construction solution; manufactured in Caerphilly, for Caerphilly. The benefit of having a local manufacturer involved in the development of the solution has resulted in benefits to the circular economy and ensuring that the investment in new homes delivers wider benefits for the local population and community.

- 2.5 On 4th June 2019 Council formally declared a climate emergency as a Notice of Motion. It is therefore the aim to deliver a net zero carbon later living development at Ty Darran which results in an exemplary building that uses fabric first principles to maximise energy efficiency, results in low carbon emissions and affordable fuel costs for tenants. The steel frame solution manufactured locally and tested on the pilot sites also met these ambitions and could be applied to the Ty Darran proposal.
- 2.6 The Council's insurance team also advised that for any development over 3 storeys, a steel frame solution would be most appropriate.
- 2.7 To expedite the Ty Darran development and ensure the most efficient use of resources (time and cost) it would be beneficial to seek to evolve the steel frame fabric first solution developed for the pilot sites and apply an evolution of the solution to the Ty Darran project.
- 2.8 As a result, this report seeks approval for Caerphilly Homes to enter into a Pre-Construction Services Agreement (PCSA) with Willmott Dixon to explore the opportunity to deliver a net zero carbon later living development at the site of the former Ty Darran care home in Risca using the steel frame primaframe solution developed by Caledan Ltd. The PCSA also enables demolition and the sewer diversion in advance of the formal build contract.

3. RECOMMENDATIONS

- 3.1 Members consider the challenges and merits of developing the Ty Darran site against the demand for such accommodation and offer their views on the proposals to develop the site.
- 3.2 Members approve the signing of a pre-construction agreement with Willmott Dixon via the SCAPE public sector compliant framework to ensure the demolition of the existing building and the start of the enabling works in January 2023.

4. REASONS FOR THE RECOMMENDATIONS

- 4.1 To deliver 46 new affordable homes as replacement for the following sheltered housing schemes; Castle Court - Crosskeys, St Mary's Court - Risca and Waunfawr House - Crosskeys.
- 4.2 Deliver the Council's ambition to deliver 400 new affordable homes by 2025 and meet the Welsh Government's commitment to deliver 20,000 new homes during the period of the current administration.
- 4.3 Deliver high quality later living accommodation that meets the expectations and needs of current and future occupants.

- 4.4 Commence the enabling works on site at the former Ty Darran care home in January 2023 which will include the demolition of the current building and the sewer diversion necessary to accommodate the new later living accommodation which will be the subject of a separate report to Cabinet in the Spring 2023 (to include the cost plan, development appraisal, construction timetable and social value plan).

5. THE REPORT

- 5.1.1 In January 2020 a decision was taken by Cabinet to award a contract to Willmott Dixon to deliver certified Passivhaus schemes in Trecenydd and Trethomas. In total 18 apartments have been constructed using an innovative steel primaframe solution which is manufactured on Penallta Industrial Estate by Caledan Ltd. As a result of the order from Willmott Dixon for the 18 units, they have been able to invest in new technology and employ an additional two team members.
- 5.1.2 The efficiency of the building fabric developed for Trecenydd and Trethomas is being monitored via a sophisticated network of hardware built into the envelope by The Active Building Centre at Swansea University and will provide important intelligence as to the efficiency of the building fabric and energy costs which can be learnt from and applied to other schemes that feature within the Council's development programme.
- 5.1.3 A significant amount of time and resource has been spent by Willmott Dixon, their partners including Caledan Ltd, Warm Ltd (Passivhaus Consultants), Holder Mathias Architects and the Council in developing the innovative, climate resilient, non-combustible, energy efficient solution that has been utilised on the two pilot projects. The next stage is to evolve the solution and apply it to a net zero carbon (in use / whole life) development of 85 new homes (50% market sale and 50% affordable) at the former Oakdale Comprehensive School site which is scheduled to start in Summer 2023 (pending approval by Cabinet of an environmental options report, social value plan, marketing and sales strategy, cost plan and contract award in the Spring 2023 and a reserved matters application early in 2023).
- 5.1.4 In parallel with the work being undertaken on Oakdale, the Development Team have been exploring net zero carbon options with Pentan Architects for the development of Ty Darran. During conversations with various teams across the organisation regarding the proposed development, the Council's Insurance team have advised that they are unable to insure a timber framed structure over 3 floors (parts of the Ty Darran later living proposal extend to 4 storeys in some places) due to fire risk. Ty Darran also lies just outside of the flood plan and timber is not considered a climate resilient solution; therefore, the only construction solution is steel.
- 5.1.5 If the Council are seeking to deliver a net zero carbon (either in use or whole life) steel frame solution scheme at Ty Darran it would make sense to build on what we have learnt from the construction of the pilot sites in Trecenydd and Trethomas. An evolution of the fabric first, Passivhaus certified solution utilised on the pilot sites and applied at scale could deliver against the Council's net zero carbon in addition to helping reduce carbon emissions, supporting the circular economy, ensuring delivery of a non-combustible envelope and lowering energy costs for Caerphilly Homes' customers.
- 5.1.6 This approach would avoid spending additional funds to pursue the same ambition with another provider and expedite the construction element of the Ty Darran scheme. Given that Caerphilly Homes' tenants have been waiting to occupy the new

later living scheme for some time, this approach would undoubtedly bring momentum to its delivery, avoid Caerphilly Homes incurring additional costs for another net zero carbon (either in use or whole life) steel frame solution to be designed and tested, provide assurance as to the quality of the product (including its resilience and non-combustibility) and deliver added circular economy benefits resulting from the creation of additional employment opportunities at Caledan Ltd. and through the local supply chain.

- 5.1.7 The opportunity to increase the momentum on this project may also make available three additional development sites at an earlier opportunity in the Council's development programme (Waunfawr House (Crosskeys), St Mary's Court (Risca) and Castle Court (Crosskeys).
- 5.1.8 It is therefore proposed that Caerphilly Homes enter into a Pre-Construction Services Agreement (PCSA) with Willmott Dixon via the SCAPE Public Sector National Construction Framework Agreement. The framework agreement will provide the Council with a compliant route to market in accordance with the Public Contracts Regulations (PCR) 2015 and the Councils Standing Orders for Contracts (SOfC). If agreed this will allow the Authority to undertake more detailed investigations on the site, develop an M&E Strategy and begin enabling works, including the demolition of the existing building and the diversion of a main sewer in January 2023.
- 5.1.9 The PCSA would also enable Willmott Dixon and their suite of sub consultants to determine a detailed cost plan for the scheme which would be presented to Cabinet in Spring 2023 together with a request to progress the scheme through to contract agreement and delivery by Autumn 2023.
- 5.1.10 The contract agreed with Pentan Architects dated 14/01/2020 was procured via a framework agreement from the Welsh Procurement Alliance (WPA). The agreement will be terminated as a result of the PCSA with Willmott Dixon. Pentan Architects will be engaged as a sub consultant by Willmott Dixon to ensure continuation of their design input and this will be reviewed periodically throughout the PCSA period.
- 5.1.11 The SCAPE National Construction Major Works Framework is a fully compliant public sector Framework developed by a partnership including Derby City Council, Derbyshire County Council, Nottingham City Council, Nottinghamshire County Council, Gateshead Council, Warwickshire County Council which has delivered over 1200 public sector led schemes across the UK.
- 5.1.12 Caerphilly Homes has utilised the Framework on the IHP funded schemes in Treceynydd and Trethomas and on the former Oakdale Comprehensive School site.
- 5.1.13 An initial meeting has taken place between the Strategic Coordination Manager, Contracts Manager and the SCAPE Framework Manager to ensure compliance with procurement regulations and the SOfC. Additionally, Legal Services have also reviewed the framework agreement documents and confirmed that the arrangement is suitable to use.
- 5.1.14 The enabling works (including demolition and diversion of the sewer) amount to - £477,140

The PCSA including further site investigation works, the development of an M&E Strategy, internal specification, cost plan and social value strategy) will amount to – £631,312.

5.1.15 The total cost of the PCSA (including the enabling works) is – £1,108,452.

5.2 Conclusion

- 5.2.1 The work undertaken in partnership with Willmott Dixon on the pilot sites and the Oakdale development is closely aligned to what the Council are seeking to deliver on the proposed Ty Darran later living scheme using the steel frame primaframe solution developed and manufactured by Caledan. It would therefore seem sensible to apply the learning that is underway in relation to the delivery of a net zero carbon construction and development solution on Oakdale, to Ty Darran.
- 5.2.2 The evolution of the solution used on the pilot sites to Oakdale and Ty Darran should bring efficiencies in relation to professional services utilised on both schemes and economies of scale in relation to the use of the steel frame and standardised materials and products. It will also bring greater opportunities to deliver improved social value through minimising environmental waste and impact, strengthening the local supply chain, shared apprenticeship and employment opportunities, training and community benefits.

5.3 Indicative High Level Timeline

Approval to sign the PCSA – November 2022

Intrusive site investigation works – November / December 2022

Commence enabling works and demolition – January 2023 to March 2023

First draw down of SHG construction funding – March 2023

Submission of Reserved Matters application (8-week consideration) – May 2023

Report to Cabinet on Delivery Agreement, Cost Plan and Social Value Plan – Summer 2023

Start on site – October 2023

Estimated completion date – January 2025

6. ASSUMPTIONS

- 6.1 The demolition and enabling works will commence in January 2023.
- 6.2 The official start on site (subject to the receipt and approval of a detailed viability appraisal, cost and social value plan) will commence in Summer 2023.
- 6.3 A reserved matters application will be submitted and approved in the final quarter of 2022/23. Outline planning permission was approved by Planning Committee on 23rd March 2022.

7. SUMMARY OF INTEGRATED IMPACT ASSESSMENT

- 7.1 There is no requirement for an IIA to be completed at this point in the development process. A comprehensive IIA will be completed upon presentation of the detailed Delivery Agreement (Contract), cost plan and commercial / marketing strategy for

Oakdale due for consideration in Spring 2023.

8. FINANCIAL IMPLICATIONS

- 8.1 The costs of the PCSA will be part financed via the HRA and Welsh Government's Social Housing Grant (SHG). The appropriation of the site from the General Fund to the HRA has already been undertaken and was also part financed by the HRA and SHG.
- 8.2 The exact SHG grant allocation will be determined by the Welsh Government's Standard Viability Model (SVM) once more detailed costs have been confirmed.
- 8.3 **The total cost of the PCSA including enabling works is £1,108,452.**
- 8.4 The construction costs will be determined as a result of the detailed site investigations undertaken via the PCSA. A comprehensive cost plan will be available for consideration by Cabinet in Spring 2023.

9. PERSONNEL IMPLICATIONS

- 9.1 There are no personnel implications arising from the report.

10. CONSULTATIONS

- 10.1 Responses from the consultee's named below have been included in this report.
- 10.2 In addition the following teams have commented on the draft PCSA:
- Legal
 - Building Consultancy
 - Insurance
 - Information Unit
 - Development & Strategy – Caerphilly Homes
 - Procurement – representatives have been involved in discussions with the national SCAPE Framework Manager
- 10.3 Cllr C Wright and Cllr B Owen have been consulted on the report (17th and 18th October 2022) and are supportive of the Council entering into a PCSA with Willmott Dixon to expedite the start on site and demolition of the building.
- 10.4 Both Risca West ward members are keen to see the redevelopment of the site progressed as soon as possible.

11. STATUTORY POWER

- 11.1 Local Government Act 1972, Housing Wales Act 2014

Author: Jane Roberts-Waite, Strategic Coordination Manager
(roberj2@caerphilly.gov.uk)

Consultees:

- Cllr Shayne Cook, Cabinet Member for Housing
- Cllr Bob Owen, Local Ward Member Risca West
- Cllr Ceri Wright, Local Ward Member, Risca West
- Christina Harray, Chief Executive
- Dave Street, Corporate Director for Social Services and Housing
- Nick Taylor-Williams, Head of Housing
- Rhian Kyte, Head of Regeneration and Planning
- Liz Lucas, Head of Customer and Digital Services
- Rob Tranter, Head of Legal Services and Monitoring Officer
- Stephen R Harris, Head of Financial Services and Section 151 Officer
- Lesley Allen, Principal Group Accountant (Housing)
- Fiona Wilkins, Housing Services Manager
- Derek Morris, Contracts Manager – Procurement and Information Services
- Mark Noakes, Development Manager
- Chris Boardman, Development Manager
- Steve Wilcox, Project Manager



CABINET – 16TH NOVEMBER 2022

SUBJECT: CAERPHILLY BIODIVERSITY REPORT 2022

REPORT BY: CORPORATE DIRECTOR FOR ECONOMY AND ENVIRONMENT

1. PURPOSE OF REPORT

- 1.1 To seek approval for the Council's Biodiversity Report for 2022 and subsequent submission to Welsh Government.

2. SUMMARY

- 2.1 Caerphilly County Borough Council has a legal duty to maintain and enhance biodiversity and in so doing, promote the resilience of ecosystems under the Environment (Wales) Act 2016. Under section 6(7) of the Act all public authorities were required, before the end of 2019 and before the end of every third year after 2019, to publish a report on what they have done to comply with the s6 duty. This report presents Caerphilly Council's 2022 biodiversity duty update at Appendix 1 which demonstrates how we fulfil that duty and acts as a driver for ensuring that all service areas consider biodiversity and actively enhance biodiversity when carrying out their day-to-day activities.

3. RECOMMENDATIONS

- 3.1 That Cabinet consider the content of this report and recommendations made by the meeting of the Environment & Sustainability Scrutiny Committee on the 25th October 2022 as detailed in section 11 and approve the Council's Biodiversity Report for 2022 at Appendix 1 and subsequent submission to Welsh Government.

4. REASONS FOR THE RECOMMENDATIONS

- 4.1 To ensure that Caerphilly County Borough Council meets its legal obligations under Section 6(7) of the Environment (Wales) Act 2016.

5. THE REPORT

- 5.1 The Environment (Wales) Act 2016 contains a Biodiversity Duty (S.6) which states, that public bodies, including Local Authorities:
“ must seek to maintain and enhance biodiversity in the exercise of functions in relation to Wales, and in so doing promote the resilience of ecosystems, so far as consistent with the proper exercise of those functions.” The intention of this duty is to ensure that biodiversity becomes an integral part of the decision making process in public authorities. The duty came into force in May 2016.
- 5.2 All public authorities, when carrying out their functions in relation to Wales, must seek to maintain and enhance biodiversity wherever possible within the proper exercise of their function. In doing so, public authorities must also seek to promote the resilience of ecosystems.
- 5.3 Reporting on the Biodiversity Duty was required by Welsh Government in 2019 and every three years thereafter. The next report is due in December 2022 and the Caerphilly Biodiversity Report 2022 is appended at Appendix 1.
- 5.4 In compliance with the duty the Caerphilly Biodiversity Report 2022 details the actions and projects delivered in the County Borough of Caerphilly to halt the decline of biodiversity. Some examples include:
- Adoption of a Green Infrastructure Strategy and projects including ‘Nature isn’t Neat’ and Urban Biodiversity, Invasive Non-Native Species Management, and the preparation of the Gwent Nature Recovery Action Plan,
 - River Corridor and Riparian Habitat Enhancement along the Ebbw, Rhymney and Sirhowy rivers.
 - A Local Nature Partnership is being successfully coordinated and managed, with over 70 external partners, including Charities, Farming Union Wales, Wildlife Trusts, Bird, Badger and Bat Groups and local residents.
 - Strategic tree planting undertaken at Ynys Hywel Farm that links to Sirhowy Valley Country Park delivering a significant wildlife corridor between the Graig Goch Local Nature Reserve (LNR), NRW woodland and the River Sirhowy. A dedicated volunteer field was planted with some 4,500 trees by a range of volunteers, and in separate operations a further 27,600 trees were contract planted on an adjacent site.
 - In December 2021 the Council approved a new approach to grass-cutting whereby highway verges and by-pass routes mowing is kept to a minimum and a list of areas were nominated by local members within their respective wards, which could be allowed to flourish during the summer period.

6. CONCLUSION

- 6.1 The Caerphilly Biodiversity Report 2022 at Appendix 1 demonstrates how the Council fulfils its duty under Section 6 of the Environment (Wales) Act 2016 and acts as a driver for ensuring that all service areas consider biodiversity and actively enhance biodiversity when carrying out their day-to-day activities.
- 6.2 Members of the Environment & Sustainability Scrutiny Committee considered the proposed Caerphilly Biodiversity Report at a meeting on the 25th of October and received assurances on how the effectiveness of the policy would be monitored.

7. ASSUMPTIONS

7.1 No assumptions have been made in this report.

8. SUMMARY OF INTEGRATED IMPACT ASSESSMENT

8.1 As this is a report on the actions taken to help maintain and enhance biodiversity prior to publication an Integrated Impact Assessment is not required.

9. FINANCIAL IMPLICATIONS

9.1 The extent of the actions that can be undertaken by service areas has been identified in the previous questionnaires as a barrier to the extent of implementation. The majority of actions require small changes to ways of working that can have large gains for biodiversity, without any financial implications. Larger projects would need to seek funding from external environmental funding sources.

10. PERSONNEL IMPLICATIONS

10.1 There are no personnel implications directly associated with this report.

11. CONSULTATIONS

11.1 The views of the listed consultees have been incorporated into this report.

11.2 Members of the Environment & Sustainability Scrutiny Committee considered the report and proposed Caerphilly Biodiversity Report at a meeting on the 25th of October 2022.

One Member asked how the Authority would monitor the success of the Biodiversity Policy. The Head of Public Protection, Community & Leisure Services outlined how the Biodiversity Duty report to the Welsh Government, which was attached as Appendix 1 of the report, was a 3-year update which set out all activities across the County and demonstrated how the Council was meeting its obligations under the Environment (Wales) Act 2016. The Countryside Manager expanded on how a whole range of monitoring ranging from species to habitat were included in documentation such as the State of Nature reports.

12. STATUTORY POWER

12.1 The Environment (Wales) Act 2016

Author: Margaret Iles, Principal Ecologist, Countryside and Landscape Services, ilesm@caerphilly.gov.uk.

Consultees:

Cllr Chris Morgan, Cabinet Member for Waste, Leisure & Green Spaces
Cllr Tudor Davies, Chair of Environment and Sustainability Scrutiny Committee
Cllr Adrian Hussey, Vice Chair of Environment and Sustainability Scrutiny

Committee

Mark S Williams, Corporate Director for Economy and Environment
Rob Hartshorn, Head of Public Protection, Community and Leisure Services
Christina Harray, Chief Executive
Robert Tranter, Head of Legal Services and Monitoring Officer
Stephen Harris, Head of Financial Services and S151 Officer
Lynne Donovan, Head of People Services
Phil Griffiths, Green Space Strategy and Cemeteries Manager
Rhian Kyte, Head of Regeneration and Planning
Mike Headington, Green Spaces and Transport Services Manager
Jonathan Davies, Parks and Countryside Operations
Paul Cooke Senior Policy Officer
All Heads of Service

Background Papers:

[Link to Scrutiny Committee Report 28th March 2017 – Caerphilly Biodiversity Duty Plan](#)

[Link to Environment & Sustainability Scrutiny Report 25th October 2022 - Caerphilly Biodiversity Report 2022](#)

Appendices:

Appendix 1 - Caerphilly Biodiversity Report 2022

Caerphilly County Borough Council Environment (Wales) Act 2016 Biodiversity Duty

2022 Report to Welsh Government



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Executive Summary

Caerphilly County Borough Council has a legal duty to maintain and enhance biodiversity and in so doing promote the resilience of ecosystems under the Environment (Wales) Act 2016. This report demonstrates how we fulfil that duty and acts as a driver for ensuring that all Service areas consider biodiversity and actively enhance biodiversity when carrying out their day to day activities.

Caerphilly County Borough Council delivers a wide range of services fundamental to living and working in the area, which includes but is not exclusively limited to Housing, Planning, Education, Social Services, Waste / Recycling Collection and countryside/Green space provision.

Since 2016, the Welsh Government has introduced a number of new legislative requirements for public bodies, which change the way we plan and deliver services, putting sustainable development principles at the heart of all public bodies.

The Environment (Wales) Act 2016 (the Act) introduced an enhanced biodiversity and resilience of ecosystems duty (the section 6 or s6 duty) for public authorities in the exercise of functions in relation to Wales. The s6 duty requires that public authorities 'must seek to maintain and enhance biodiversity so far as consistent with the proper exercise of their functions and in so doing promote the resilience of ecosystems'. Under section 6(7) of the Act all public authorities were required, before the end of 2019 and before the end of every third year after 2019, to publish a report on what they have done to comply with the s6 duty. This report presents Caerphilly Council's 2022 biodiversity duty update.

This report details the actions and projects delivered in the County Borough of Caerphilly to halt the decline of biodiversity, reduce the effects of climate change and promote sustainable development whilst also helping to deliver the Councils commitments under the Well-being of Future Generations (Wales) Act 2015. This report follows guidance prepared by Welsh Government, the objectives of the Nature Recovery Plan for Wales and the 5 new ways of working (Sustainable Development Principle) to ensure all elements of well-being are considered together and to facilitate collaborative working. Actions and projects will evolve over time to continue to be fit for purpose and to adapt to developing needs, changes in legislation and changing priorities.

1. INTRODUCTION

This report has been prepared as part of the Council's legal obligation as set out in the Environment (Wales) Act 2016. All public bodies must seek to maintain and enhance biodiversity in the exercise of their functions.

A healthy natural environment helps society and the economy flourish. Our natural resources and ecosystems can help us in many ways: to reduce flooding, improve air quality and supply materials for construction. They also provide a home for a variety of wildlife and give us landscapes we value in Caerphilly County Borough Council, encouraging people to live in, and visit the county. However, our natural resources are under constant pressure. Land for development, increased demands for energy and for food and increasing demands on services, with declining budgets are just a few of the reasons that our environment is suffering. A poorly managed natural environment means long-term risks to our well-being. To enable us halt or reverse the decline in biodiversity and to hand over an environment to future generations to allow them to meet their own needs, we must develop resilience and sustainability as core values in the way we work. A resilient environment can sustain our needs and provide us with the benefits we enjoy without compromising that future ability.

2. ACTIONS AND REPORTING

This report details what actions have been taken to date and outlines a way forward for the next 3 years to build on what has already been achieved. The detailed actions and projects for the next 3 years will be subject to a separate report.

3. NEXT 3-YEAR CYCLE

The Biodiversity Duty Plan will be reviewed and updated after this reporting cycle and new targets and outputs set. The plan will be reviewed and revised every 3 years to tie in with the required reporting timeline.

4. RESULTS OF 2019 - 2022

Service Area	Action / Project	Result / Outputs	Constraints to Delivery
Strategic Planning	Produce the 2nd Replacement County Borough Local Development Plan	The 2nd Replacement County Borough Local Development Plan is the subject of an iterative Integrated Sustainability Appraisal that considers the social, economic cultural and environmental implications of the plan throughout its preparation. Therefore, the protection and enhancement of the environment is at the heart of the emerging plan, which seeks to balance the need for development with the protection of the environment.	None
Strategic Planning	Review and monitor the LDP to ensure that the plan and its strategy are being delivered as anticipated.	There is in place a monitoring framework (a series of indicators for which data is collected to inform this assessment) includes indicators related to development and its impacts upon the environment and biodiversity. This is reported each year in the Council's LDP Annual Monitoring Report which is submitted to Welsh Government in October each year.	None
Development Management	Embed biodiversity into the planning applications, Building control, Building Conservation and Tree preservation order applications and to seek opportunities for biodiversity enhancements	This is being fully achieved, with many examples of biodiversity conservation and enhancement throughout a variety of applications over the past 2 years.	Target determination times set by Welsh Government puts limitations on the nature and extent of biodiversity enhancements.

Countryside and Landscape Services	Provision of Ecological advice and support to all service areas.	This has been done very well and since 2020, with the additional resources of another ecologist, more projects across different departments are benefiting from ecology advice.	Budget and capacity issues for existing staff.
Countryside and Landscape Services	A Green Infrastructure Strategy	Significant progress has been made in the delivery and implementation of the Green Infrastructure Strategy adopted in December 2020. This is Supplementary Planning Guidance to support the LDP policies and to protect and enhance the environment balanced with the process for delivering necessary development. The GI Strategy has been put to good use in the preparation and delivery of Collaborative Strategic Grant applications, namely Welsh Government's Enabling Natural Resources and Well-Being Grant scheme, and the delivery of both the Resilient Greater Gwent scheme and the Gwent Green Grid Partnership. These schemes combined have allowed Caerphilly CBC to collaboratively deliver at a regional scale: Green Infrastructure Enhancement Projects including contributing to the Regional Green Infrastructure Strategy, Access Projects including Regional Access Strategy, Biodiversity Enhancement Projects such as 'Nature isn't Neat' and Urban Biodiversity, Invasive Non-Native Species Management, the preparation of the Gwent Nature Recovery Action Plan, Strategic Tree Planting and River Corridor and Riparian Habitat Enhancement along the Ebbw, Rhymney and Sirhowy rivers. CCBC's involvement in projects such as these demonstrates the value to enhancing GI at local level whilst also contributing to regional multiple benefits.	None
Countryside and Landscape Services	Collaborative working to achieve wider projects. Develop and implement	Many initiatives have been set up and are currently being implemented, with many cross-boundary benefits and success : such as The Resilient Greater Gwent and Gwent Green Grid Partnership Green Infrastructure Enhancement Projects including contributing to the Regional Green Infrastructure Strategy, Access Projects including Regional Access Strategy, Biodiversity Enhancement Projects such as 'Nature isn't Neat'	Staffing resources

	collaborative projects to deliver biodiversity benefits at a regional scale.	and Urban Biodiversity, Invasive Non-Native Species Management, the preparation of the Gwent Nature Recovery Action Plan	
Countryside and Landscape Services	Management of country parks and other countryside owned/managed land	We manage country parks and other land in Countryside's portfolio to benefit biodiversity, including country parks, Aberbargoed National Nature Reserve, Local Nature Reserves and conservation land provided through Section 106 agreements. Further projects planned for the next 3 years to build on these successes.	
Countryside and Landscape Services	Biodiversity enhancement to buildings	Works undertaken to date include the erection of swift boxes on the visitor centre, house martin cups on the campsite shower block, enhancements to a former railway tunnel for bats, conversion of a former disused toilet block into a bat house at Parc Cwm Darran, with further enhancements identified for the next 3 years on other sites	Time and financial implications
Countryside and Landscape Services	Increase level of engagement with other service areas to assist them in embedding biodiversity into their day to day functions.	Implemented the State of Natural Resources Report, NRW Area Statements, Greater Gwent State of Nature Report, Greater Gwent Nature Recovery Action Plan, Green Infrastructure Strategy, the Pollinator Friendly Gwent – Nature isn't Neat Project and Section 7 Habitats and Species into daily decisions and projects.	none
Countryside and Landscape Services	Coordination and monitoring of the council's	We have implemented and coordinated numerous community biodiversity projects involving with local residents, such as the previous Plant a Patch for Pollinators Project and the Hedgehog Highway Project.	Funding

	Biodiversity Duty.		
Countryside and Landscape Services	Identify and provide support to a Biodiversity Champion.	Work underway to identify and nominate a Biodiversity Champion	none
Countryside and Landscape Services	Provide enhancement opportunities for wildlife along rivers	We have created habitat and erected dipper and wagtail boxes within woodland and otter holts along three different rivers. (R. Ebbw, R. Rhymney and R. Sirhowy)	
Countryside and Landscape Services	Habitat creation, management and enhancement of heathland within the country parks.	We have identified areas for habitat creation in our country parks, particularly heathland and plan to implement management works over the next 3 years.	
Countryside and Landscape Services	Coordination and support the Caerphilly Local Nature Partnership.	A Local Nature Partnership has been set up and is being successfully coordinated and managed, with over 70 external partners, including NGCOs, Charities, Farming Union Wales, Wildlife Trusts, Bird, Badger and Bat Groups and local residents	
Countryside and Landscape Services	Raising awareness of biodiversity through events, provision of training, access to the countryside and environmental education	This has delivered by countryside rangers and engagement with the public. There are no current actions, however Caerphilly is currently in the process of recruiting a new Education Officer to deliver further projects under this category.	Staffing

Countryside and Landscape Services	Management of water bodies to benefit biodiversity.	Caerphilly Countryside team have managed several water bodies for the benefit of biodiversity over the past 3 years and propose to continue and expand this project.	
Countryside and Landscape Services	Delivery of biodiversity projects via RDP, NRW, WG funded initiatives	We have delivered training in biosecurity measures and management of invasive species throughout the county borough.	
Countryside and Landscape Services	Tree planting	Strategic tree planting undertaken at Ynys Hywel Farm that links to Sirhowy Valley Country Park delivering a significant wildlife corridor between the Graig Goch Local Nature Reserve (LNR), NRW woodland and the River Sirhowy. A dedicated volunteer field was planted with some 4,500 trees by a range of volunteers throughout a week in March 2022. Working in partnership with GAVO, Groundwork Wales, Keep Wales Tidy and NRW. The strategic tree planting scheme has provided benefits to mental and physical health and wellbeing during the implementation with future benefits occurring in the medium and long term by providing a space for volunteers, residents and visitors to visit in the future and relax and enjoy the future woodland.	
Countryside and Landscape Services	Changing management of cycleway verges to create wildflower habitat	We have undertaken a trial project which changed the management of cycleway verges along the Upper Sirhowy Valley Cycleway in 2020-21, and this continued in 2022-23. This included increasing the width of the verge through flail cutting of persistent vegetation and scrub, to allow sowing of native seed mix in the future to establish healthy wildflower habitat along the edges of the cycle way. We plan over the next 3 years to expand this project to all cycleways that run through the County Borough.	
Countryside and Landscape Services	Use of the Green Infrastructure Strategy	The Green Space Strategy team together with the Planning Policy officers, as part of the 2RLDP process at Maesycwmmer have identified a potential allocation of a strategic site. The use of the Green Infrastructure Strategy	

	document to realise biodiversity benefits	has allowed officers to analyse the Green Infrastructure Map produced by the developers that promoted the Strategic Candidate site and identify existing assets where enhancements would provide the most benefits in the short, medium and long term. This is the first project of its kind and has been successful	
Countryside and Landscape Services	Collaboration between the council, residents to utilize biodiversity to better Mental health of residents.	A promotional campaign during Mental Health Awareness week launched in 2021 to reconnect residents, businesses, and schools to nature by growing a small patch of meadows to benefit butterflies and bees pollinators. The packs included native wildflower seeds, a sowing and aftercare guidance sheet, pollinator identification sheets and a local record centre recording sheet. 429 packs were issued and was such a success that it will be repeated in future years. This project ties in with the Action for Pollinators (Wales) guidance.	
Countryside and Landscape Services	Creation of access for hedgehogs – engaging with residents	A hedgehog highway campaign was launched in the Summer of 2022 to create access for hedgehogs into residential gardens, school grounds and allotments. 150 packs were distributed and the scheme was over-subscribed. The success of this project has resulted in plans to repeat this project in following years, funding permitting.	
Countryside and Landscape Services	Creation of hedgerows in school grounds	The Countryside Ranger Service worked with local schools (St Cenydd School, Heol Ddu, Ysgol Gyfun Cwm Rhymni – Caerphilly Site, Lewis School Pengam), planting around 3,500 hedgerow plants to create 430m of new hedgerows, planted largely by pupils.	
Regeneration and Urban Renewal	Urban renewal and town centre enhancement projects (including demolitions) seek to be compliant	Through consultation with council ecologists, a recent completed project includes the ERDF funded project achieved CEEQUAL excellent rating, by protected species and reinstating biodiverse habitats in the final landscape design. Continue to liaise with in-house ecologists on new projects	Procurement requirements; requirements of external funding organisations, and affordability

	with existing wildlife legislation		
Regeneration and Urban Renewal	Identify existing biodiversity assets	Over the next 3 years, it is proposed to undertake a biodiversity audit of buildings and landholdings to identify the existing biodiversity assets. Assess suitability of building portfolio to accommodate breeding boxes for protected and endangered species.	Budget and staff availability to undertake biodiversity audits.
Regeneration and Urban Renewal	Reduce carbon footprint of building portfolio through increased energy efficiency and generation of green energy production	We propose to undertake an audit of buildings to increase energy efficiency over the next 3 years, including assessing the suitability of watercourses and other under-utilised land for sustainable energy generation and for biodiversity enhancement. We also plan to specify products on new projects that have lower carbon footprints.	Enhanced maintenance costs and monitoring of sites, and the need to cost this at the design stage. Availability of funds for investment in energy reduction and/or energy generation schemes.
Regeneration and Urban Renewal	Manage natural and green areas for wildlife	We have managed and maintained natural and green areas around 13 industrial estates and business parks, and incorporating features that benefit wildlife.	
Engineering Services	(Transport Strategy and Road Safety, Highway Development	The One Active Travel Integrated Network Map sets out long term plans for improving the active travel network to encourage walking and cycling with wider environmental benefits.	Individual schemes reliant on grant funding.

	<p>Control, Integrated Transport and Traffic Management, Highway Operations) Develop CCBC's transport policy with a key objective to encourage more sustainable travel</p>		
Engineering Services	Ecology considerations on Engineering projects	Ongoing: Ecology assessments undertaken during scheme development to minimize impact.	
Engineering Services	Liaison with external bodies and in house ecologists on major infrastructure schemes.	Ecologists to have input at an early stage to minimize impacts of major schemes.	
Engineering Services	Use of sustainable materials in road schemes	Council to consider increased use of recycled materials in road construction.	Financial constraints.
Engineering Services	Use of greener fuel	Council to consider alternative fuels greener vehicles for the internal fleet, and contractors; and promote this to external transport providers (planned)	Cost and fleet management

			policy/options.
Engineering Services	Reduce energy use in street lighting	CCBC is in the process of replacing traditional street lighting bulbs with low energy equivalents.	Financial constraints.
Engineering Services	Improve water quality from road-run off	CCBC to consider the use of natural filtration systems to treat gully waste.	Financial and physical constraints.
Engineering Projects Group	Improve biodiversity / ecological aspects of engineering projects	CCBC has introduced a QA system of sound ecological practices through the design phase, has commenced education //training of staff and the ecologists are working with the engineers to produce less environmentally-damaging plans	Workload and financial constraints.
Engineering Projects Group	The Monmouthshire-Brecon Canal biodiversity conservation	CCBC continue to manage the Mon and Brecon Canal, a linear aquatic resource in with colleagues in other service areas to conserve and enhance biodiversity	
Waste management	Use of green energy from waste	CCBC is working to utilise green energy from waste through several schemes in the county, such as capture of methane from landfill and recover energy from food wastes to reduce emissions to the atmosphere and contributing positively to reducing climate change. (ongoing)	Financial implications
Parks and Bereavement Services	Reduce pollution from waste	CCBC is actively working to reduce pollution from waste by reducing, reusing and recycling materials, reduction of cutting regimes to encourage native wildflowers and pollinators and removal of cuttings to increase flowering species.	
Parks and Bereavement Services	New approaches to grass cutting.	In December 2021 the Council approved a new approach to grass-cutting whereby in relation to our highway verges and by-pass routes mowing is kept to a minimum and a list of areas were nominated by local members within their respective wards, which could be allowed to flourish during	

		the summer period.	
Parks and Bereavement Services	Creation of wildflower corridors	Continued sensitive management of existing hedgerow and trees, and management of land to create wildflower corridors, such as road verges	
Parks and Bereavement Services	Reduce carbon usage	CCBC aims to increase its use of wood products from sustainable sources and move towards use of peat free compost.	
Parks and Bereavement Services	Manage CCBC's tree stock	The Council has formally adopted a Tree Strategy setting out how the Council manages trees through its function as landowner, highway authority, and local planning authority.	
Fleet and Vehicle Maintenance	Reduction of fuel use by council vehicles	This has been tackled by the use of fuel efficient vehicles to reduce the amount of carbon emissions to the environment, with proposals to commit to net zero emissions for fleet by 2030, Further roll out of EV Infrastructure and use of our own green energy production to fuel vehicles.	Availability of ULEVs. Infrastructure constraints including grid capacity. Cost of ULEVs. Cost of electricity.
Corporate Policy Team	Audit on charging options for council vehicles	Challenge Fund project to look at charging options for vehicles that are taken home at night and off-road parking is not available.	.
Building Cleaning Services	Reduction in carbon emissions	We are reducing travelling by ensuring staff share vehicles for transport to sites where ever this is possible and recycling everything that can be recycled.	
Sports and Leisure	Increase awareness of biodiversity and the link with health	CCBC is educating school pupils and adults on connecting with and appreciating the natural world including nature walks, species identification and building bird boxes	
Housing WHQS & Infrastructure,	Working towards greener housing	CCBC is including recycling targets within contract documentation, and construction; and by reduce paper use. Councils to consider further	Changes to specifications that

<p>Housing Maintenance, Private and public housing sectors</p>	<p>and house building</p>	<p>alternate energy sources (wind, solar, hydro etc.)</p>	<p>may impact on existing procurement arrangements. Financial and staff resources. Willingness of partners to become actively involved. Tenancy management and maintenance obligations.</p>
<p>Housing WHS & Infrastructure, Housing Maintenance, Private and public housing sectors</p>	<p>Study on feasibility of electric vehicles</p>	<p>A study has been undertaken to secure electric vehicle charging infrastructure on new developments through the Planning System and working with the Council's Policy team to introduce EV charging infrastructure throughout the Gwent Area – reduce climate change impact, cutting pollution – reducing impact on ecosystems and biodiversity. (proposed)</p>	
<p>Education</p>	<p>Improve carbon usage and biodiversity value of new schools</p>	<p>Band B proposals for 21st century schools under the Sustainable Communities for Learning Programme (2019-2024). All new school buildings, major refurbishment and extension projects will be required to meet net zero carbon targets from January 1st 2022. Buildings will be required to be net zero carbon in operation, which means producing zero or negative carbon emissions as part of their operational energy. The first generation of schools under the new rules will also be required to demonstrate a 20% reduction on the amount of embodied carbon, which is the carbon emitted through construction materials and the construction process, with further reductions required in the future, in</p>	<p>Funding implications</p>

		<p>line with the Welsh Government's broader net zero carbon plans. New proposed buildings will also include ambitious plans for biodiversity, active travel and electric vehicle charging facilities.</p> <p>In addition to this we propose to encourage forest schools and eco-school projects</p>	
Education	Reduce carbon emissions caused by travel to school	This is being achieved through safe routes provision and school travel plans.	
Children and Adult Services	Reduce carbon footprint	This has been achieved by implementing agile working which has significantly reduced our carbon footprint, and through car sharing. We will be considering in future years, solar panels on all establishments and anticipated future capital projects will consider biodiversity, carbon footprint and transport factors in their design.	
Children and Adult Services	Increase biodiversity at a local level	3 garden projects have been established across the borough all have bat boxes, nesting boxes and wild flower areas to attract bees	
Public Protection	Control and reduction of fly-tipping	We have continued to take a robust approach to fly tipping enforcement and have added to our capabilities by purchasing cameras which we deploy at fly tipping hotspots. A report released on 14 December 2021 by Welsh Government and Fly-tipping Action Wales revealed that Cardiff (301), Newport (59), Carmarthenshire (41) and Caerphilly (40) are the top performing areas for issuing fixed penalty notices to tackle fly-tipping in Wales on 2020/21. We undertake monthly stop and check operations in partnership with NRW, Police and Merthyr CBC continuing. We have undertaken a number of promotional campaigns including duty of care advice released on CCBC social media platforms and also use social media to help gain information on fly tipping incidents.	
Public Protection		Future projects and actions for the next 3 years would see the introduction of electric vehicles, with the inclusion of measures to	Finance, technical, culture,

		minimize the impact on the environment, consider impact of chemicals on biodiversity and consider alternatives in pest control.	knowledge and understanding,
Catering	Reduce carbon footprint	We have commenced working towards the introduction of electric vehicles to reduce climate change impacts, pollution and noise, by recycling food waste and introducing new waste collection systems to reduce pollution from waste transport and landfill and by working in partnership with procurement to reduce impact on biodiversity and the environment. Future projects will look at kitchens reducing the use of plastics and paper consumables.	Financial implications
Property Building Consultancy	Ensure protection of wildlife	The council is routinely checking the impact of work to council properties and council buildings on nesting birds/bats and other wildlife prior to commissioning work.	Programme and cost challenges will remain.
Property Building Consultancy	Reduction of carbon footprint	We are designing Schools to BREEAM excellent standard which includes ecology and biodiversity elements, including green roofs planting to maintain species diversity and use of renewable energies.	Programme and cost challenges will remain.
Finance	Reduction of paper usage and carbon footprint	The council is providing financial information leaflets for council tax and business rates are online, and text messages to Caerphilly residents instead of letters. We plan to expand this to ICT systems for further opportunities to promote electronic forms with less paper usage.	Reduction in printing and paper costs
ICT	Reduction of carbon footprint	We have reduced our carbon footprint by tendering and procurement of software consider reducing energy use, and reducing travelling need between sites (provision of teleconference facilities, remote support of users etc.	Availability of and competing demands on finances and staff resources.
Corporate Customer Services		We are active in providing advice to customers about issues relating to biodiversity Sign posting customers to on-line information about biodiversity where available, including the creation of a Facebook page for residents Wildlife@Home and regular biodiversity Twitter posts.	

Gadewir y dudalen hon yn wag yn fwiadol