

CARDIFF BAY ADVISORY COMMITTEE

Minutes of Remote Annual Meeting held on 3rd September, 2020.

Present: Mr. C. Atherton (Waterfront Partners), Mrs. K. Bowen (Principal Democratic and Scrutiny Services Officer), Councillor L. Burnett (Vale of Glamorgan Council), Mrs. N. De Longhi (Natural Resources Wales), Mr. C. Michael (RSPB), Councillor N. Humphrey (Penarth Town Council), Mr. C. Pain (Cardiff Bay Yacht Club), Mr. A. Parker (Member in a personal capacity), Mr. K. Rogers (Wildlife Trust of South and West Wales), Mr. P. Stone (Canoe Wales), and Mr M. Thomas (Democratic and Scrutiny Services Officer).

Also present: Mr. A. Ernest (Penarth Tourism and Visitor Association), Mr A. Michael (Penarth Headland Link Charity), Mr. A. Vye-Parminter (Cardiff Harbour Authority), and Ms. N. Taylor (Cardiff Harbour Authority).

(a) Apologies for Absence –

These were received from Mrs. C. Dimond (Cardiff Flood Action Committee), Mr. R. Freemantle, Mr S. Jones (Quay Marinas Ltd), Captain R. Lewis (Harbour Master), Mr. J. Maidment (Cardiff Harbour Authority), Councillor M. Michael (Cardiff Council), Councillor C. Wild (Cardiff Council), and Councillor M.R. Wilson (Vale of Glamorgan Council).

(b) Appointment of Chairman –

Mr. A. Parker was appointed Chairman for the current municipal year.

(c) Appointment of Vice-Chairman –

Mrs. C. Dimond was appointed Vice-Chairman for the current municipal year.

(d) Minutes of the Meeting held on 1st April, 2020 –

AGREED – T H A T the minutes of the meeting held on 1st April, 2020 be approved as a correct record.

(e) Timetable of Meetings –

The report proposed future meetings for the Committee, it being noted that in 2018 the Committee had agreed that for two out of the four meetings, agendas and reports would be forwarded to all Members of the Committee via e-mail with comments on the documents being collated and disseminated by the Clerk. However, the report added that due to the current situation with Covid-19, they would be holding remote or virtual meetings going forward and Members were

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asked to consider if instead of alternate meetings being held via email, that all meetings be held remotely using the relevant application/software. Members were further requested to consider the timetable and make any amendments as required.

It was subsequently

AGREED –

(1) T H A T all meetings would be held remotely using the relevant application/software.

(2) T H A T the timetable of meetings for 2020/2021 be approved.

(f) Navigational Safety and Progress Report – Cardiff Harbour Authority (CHA)

Mr. Vye-Parminter representing Cardiff Harbour Authority (CHA) provided an update on recent events starting with navigational safety:

He advised that at Pont-y-Werin a timetabled lift trial had started on 24th August 2020. The rationale behind this was greater efficiency and helped mariners to plan more effectively for locking out of Cardiff Bay Barrage. The timetable would be on a request basis. Lifts would be at five past the hour and twenty-five to the hour.

The obsolete outer arm traffic lights system had now been updated to an energy efficient LED system and used the 'red, white and green' phasing of lights.

With regard to the water bus Castle stop, significant damage had been caused by Storm Denis. The stop had now been replaced but was currently prohibited due to the substantial shoaling of the river following the storms at the start of the year and the high volumes of water involved. The Council, through the Highways Department, were currently working on the tender process for de shoaling works. David Hall would be liaising with Natural Resources Wales in order to get the necessary permissions for this work to be undertaken prior to Christmas.

An Attendee referred to the issues which occurred prior to construction of the Cardiff Barrier, such as the flooding in 1979 in the Riverside area of Cardiff and elsewhere, in part due to the lack of dredging. The attendee noted that even with the barrier in place, water draining down from Valley areas could also impact levels. In addition, he asked if there would be any problems in the short term due to the shoaling. Mr. Vye-Parminter replied that there would no issues in the short term and the increased dredging would allow sufficient water levels for navigation in the area. He added that water levels had returned to normal. The Chairman advised that with the barrage in place, low lying areas of Cardiff were protected to a greater degree than without it. Mrs. De Longhi (representing Natural Resources Wales) also stated that the flood plains located within Cardiff helped to mitigate the risk of flooding to the more heavily populated areas of Cardiff. She added that it was not the usual policy to dredge rivers as this could cause other problems,

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and that the combination of the barrage and the existing flood plain fields were working as they should.

Mr. Vye-Parminter then went on to his general progress report, highlighting the following areas:

- New Cycleway Works – work had been undertaken at the top end of the Barrage (near the old Doctor Who exhibition site) involving the widening of the pathway which was now complete; however, Cardiff Harbour Authority could not comment further on this development as they had not been involved in these works.
- Next bike and E bike Stations – three stations had or were due to be installed at the Norwegian Church, the Barrage playground and one close to the current Next Bike unit at the Barrage Car Park.
- Environment – the water quality and monitoring prediction model was changing, from the current ‘Excellent’, ‘Good’ or ‘Poor’ categories to ‘Pass’ or ‘Fail’. Mr. Vye-Parminter added that although there was no requirement for Cardiff Harbour Authority to change to this new categorisation, it was felt that this reflected ‘best practice’ and was a move in step with current trends.

An Attendee raised a query on the E Bike stations and if there had been any publicity regarding these in advance as they seemed to have appeared suddenly in Penarth. Councillor Burnett (a Cabinet Member from the Vale of Glamorgan Council) replied that consultation had been undertaken prior to their installation and details concerning these had been publicised via the local press. Mr. Vye-Parminter advised that further details on these stations would be publicised via social media from Cardiff Harbour Authority.

A Member asked a question around water quality. People, in particular the young, used the waters around Cardiff Bay and therefore would data on nitrate levels still be provided or would it simply be the ‘pass/fail’ result. Mr. Vye-Parminter replied that he would make enquiries and report back to the Committee.

A Member asked when the bikes would be arriving for the station at Windsor Road, Penarth. Councillor Burnett confirmed the bikes would be arriving imminently.

AGREED – T H A T the report be noted.

(g) Natural Resources Wales Update –

Mrs. De Longhi, representing Natural Resources Wales (NRW), provided an update:

- Concerning Dissolved Oxygen Levels, NRW had been notified by CHA regarding such levels within the Bay, with sags in these mostly linked to low

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flows during the summer. As a result, NRW had been liaising with CHA about the low flows in order to ensure water levels in the Bay were maintained and flows through the fish pass continued. It was noted that lock gate use was reduced during the Covid-19 restrictions and had helped maintain water levels, with no need to reduce the flow to the dock's feeder.

- NRW had continued to investigate the source of an intermittent polluting discharge in Cardiff in conjunction with Cardiff City Council and Cardiff Bay Retail Park agents. The challenge here being the collapsed surface water line and the Covid-19 restrictions which had hampered sampling and surveying the discharge.
- With regard to the Cardiff Bay Dredging Operations, NRW had received a notification request regarding Cardiff Bay Barrage Act 1993 Schedule 3 approval to dredge the River Taff near Bute Park in November. Due to Storm Denis large cobbles had filled the deep area needed for the water taxi to turn. Discussions were ongoing for a licence for this work to commence.
- Referring to the Hinkley Point C Nuclear Power Station, NRW had provided pre-application advice to EDF Energy on its plan to sample and test marine sediment from the Bristol Channel prior to a future licence application for its disposal in Wales. Following consultation with technical experts, NRW advisors and the public, NRW agreed in principle with the plan, but with recommendations to ensure EDF Energy explained how the requirements of agreed guidance and sampling procedures would be achieved before submitting its final plan to NRW for approval prior to applying for a marine licence to dispose of the dredged sediment later in 2020.
- Finally, NRW had received a request for a screening opinion from Wood Environment & Infrastructure Solutions UK Ltd to ascertain whether the disposal licence would require an Environmental Impact Assessment (EIA) and the submission of an Environmental Statement. This would require consultation with Statutory Partners.

An Attendee raised concerns around Hinkley Point and the disposal operations near Cardiff Docks and Penarth. They asked if an Environmental Impact Assessment (EIA) would be required for this due to the large-scale disposal taking place which could impact on local beaches, for example. Councillor N. Humphrey (a Councillor for Penarth Town Council) stated that Councillors within Penarth and other neighbouring areas would be extremely concerned by this and asked if there had been a specific consultation with Penarth Town Council. Mrs. De Longhi replied to both by saying she would ensure their responses would be noted and that Penarth Town Councillors would be invited to be part of any consultation process.

AGREED – T H A T the report be noted.

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(h) Sea Gulls in Cardiff Bay and Ways of Managing Them.

Mrs. De Longhi explained that Gulls were protected under the Wildlife and Countryside Act 1981 and any cull could only be done under a licence and only if all preventative approaches had been carried out through a Gull Management Plan. Additional clarification was sought on what was being asked, to which the Clerk stated that the Attendee who raised this question was unfortunately unable to attend and he would be seeking more details on this question from them.

AGREED – T H A T further clarification was required.

(i) Transport Over the Bay Including Water Taxi –

It was noted that the question did not come under the remit of the Committee but rather the Local Authority.

A member queried if the licensing of water taxis came under CHA, to which Mr. Vye-Parminter replied that the CHA was not a 'coding' authority but rather just issued a licence to operate these vehicles.

Additional clarification was sought on what was being asked, to which the Clerk stated that the Attendee who raised this question was unfortunately unable to attend and he would be seeking more details on this question from them as well as checking with the Vale of Glamorgan Council around this issue.

AGREED – T H A T further clarification was required.

(j) Managing Biodiversity and Natural Environment in Cardiff
September 2019 – Report to Cabinet: 23rd January, 2020. (For Information).–

The report had been placed on the agenda for the Committee's information. The Chairman queried if similar work was being undertaken by the Vale of Glamorgan Council to which Councillor Burnett (a Cabinet Member from the Vale of Glamorgan Council) stated that yes, an Ecology Officer, Colin Cheesman, had recently been recruited in order to carry out such work. Once settled in, it was suggested that Mr. Cheesman be invited to attend the meeting in order to report on these matters for the Vale.

(k) Any Other Business –

At the end of the meeting, the Chairman reminded all present that if they had any queries or issues they wished to raise, to contact the Clerk for placing on future agendas.

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(l) Date of Next Meeting –

It was agreed that the next meeting would be on Wednesday, 2nd December, 2020 at 5.00 p.m.