



# Environmental Statement Addendum Appendices

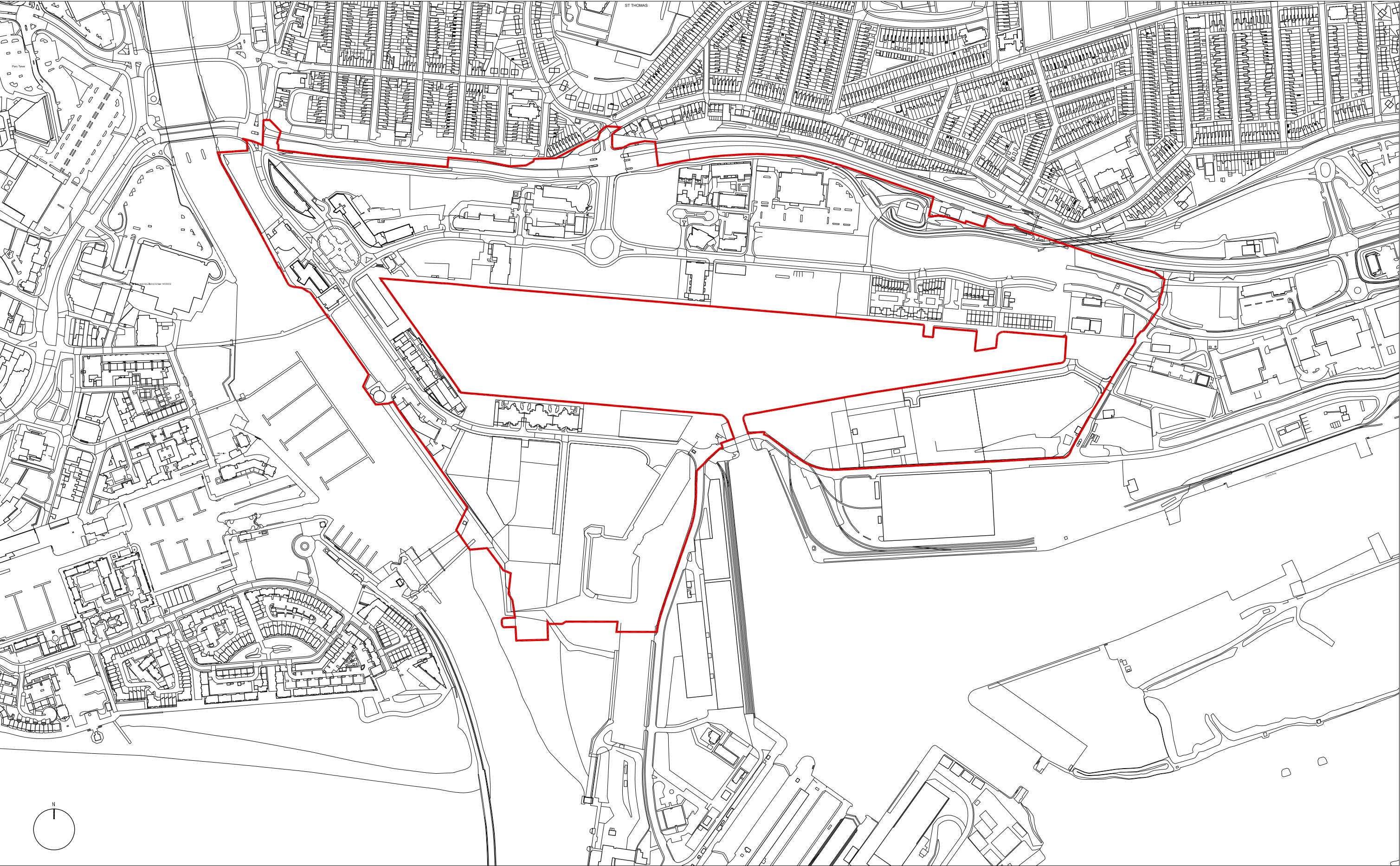
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**Appendix 2.1 – Site Location Plan**

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Responsibility is not accepted for errors made by others in scaling from this drawing. All construction information should be taken from figured dimensions only.

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 **Stride Treglown**

Architecture Town Planning Interior Design Building Surveying Landscape Architecture Graphic Design  
Promenade House, The Promenade, Clifton Down, Bristol BS8 3NE  
T 0117 974 3271 F 0117 974 5207 www.stride-treglown.co.uk

STATUS  
For Information

PROJECT  
University of Wales Trinity Saint David  
Swansea Waterfront Innovation Quarter

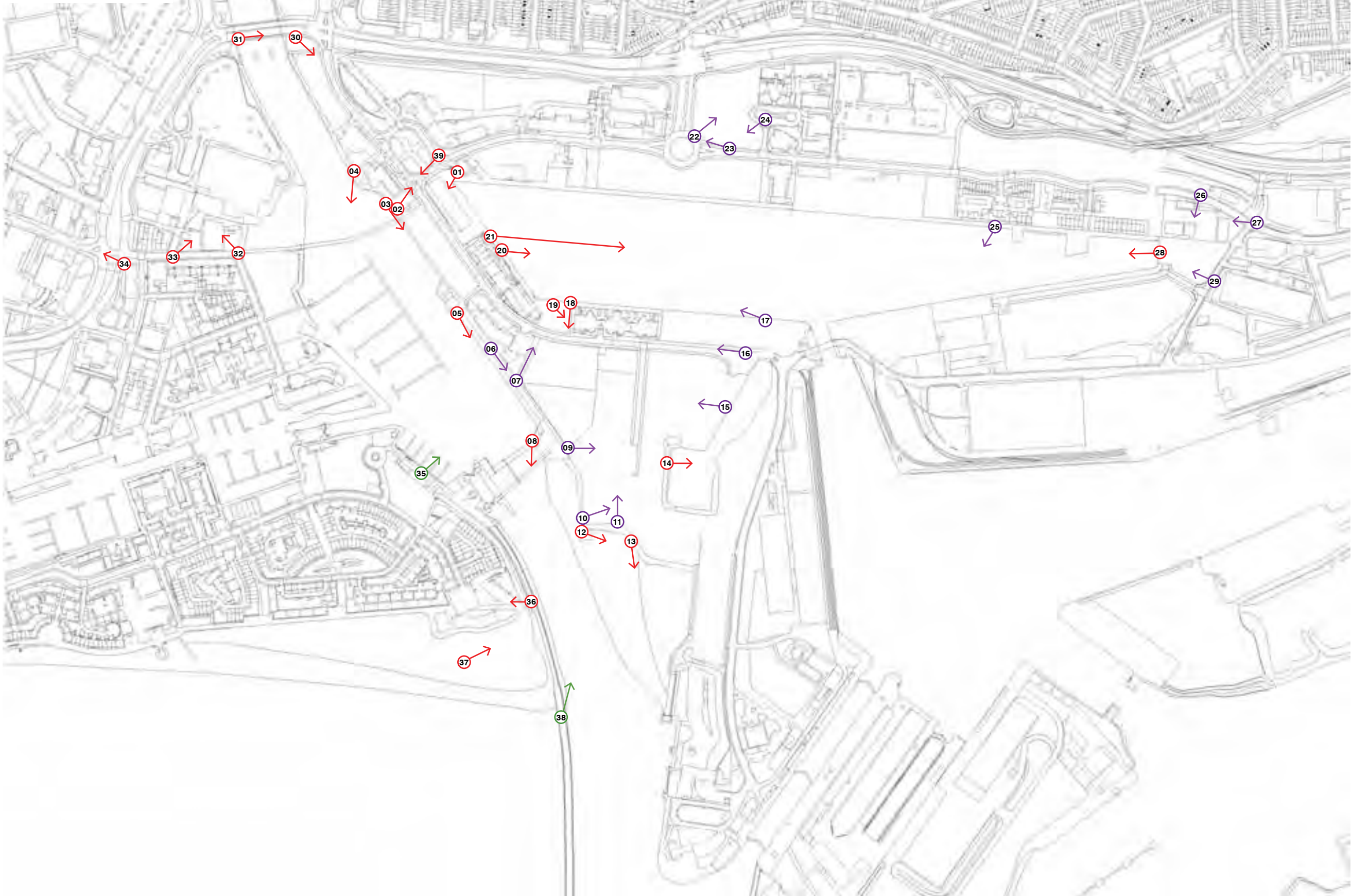
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Appendix 2.2 - Photographs

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Figure 26 Location of reference views



- Views into UWTSD sites (X)
- Contextual views (X)
- Longer distance views to UWTSD sites (X)



View 01

The northwestern corner of the Prince of Wales Dock forms the current social heart of the SA1 masterplan proposal. Using the character of the Grade II listed J-Shed and the Norwegian Church as its focal point, the cafes and restaurants that are located here will likely become more popular as more development takes place in the surrounding vacant plots.



The civic plaza located adjacent to the Sail Bridge is intended to be one of the primary reception spaces for those crossing the river from the city centre. When the overall development has been delivered, it will likely be an impressive space with active retail and restaurant uses surrounding the plaza. However, it currently relies on the J Shed to generate the activity in the area as Plot B3 has yet to be delivered and the unit in B1 has not been occupied. It is easy to visualise this being a popular space if the whole of SA1 becomes a 'draw' in its own right attracting visitors in from the other side of the river.



The Sail Bridge has been designed to act as a distinctive beacon within the city to mark the primary pedestrian connection between SA1 and the city centre. It is on an important alignment that directly links the social hub of SA1 with the social heart of the city on Wind Street and on towards the city's main retail centre. Along the waterfront is the pedestrian walkway and the Sustrans cycle route. This has been well designed, and its early delivery will make connecting the UWTS sites to the wider context easier and more attractive from the outset.

View 04



The views across the River Tawe towards the city centre generally draw the viewer's eye to the Sail Bridge. However there are other features of varying degrees of style that catch the eye, such as the 14 storey tower at St Margaret Court and the pointed 11 storey residential building at Pockett's Wharf.

The quality of the materials for the waterfront walkway should encourage increased footfall once the surrounding developments have been completed. The Ice House to the left of the photograph marks a key node for the area.

View 05



The character of the waterfront edge varies around the site. Some areas have had stainless steel railing put in place, while in others, such as that shown above, a greater degree of interaction with the water is encouraged. This east-facing stretch of waterfront catches the sun from midday through to sunset, and so will likely be the most significant pedestrian and cycling route to the 'Leisure Quarter' on sunnier days. As part of the redevelopment of the docks, Associated British Ports has retained control over a 7m wide strip adjacent to all dock edges and access to this strip will need to be maintained.



The footprint of Plot B7 is such that views into the 'Leisure Quarter' open out in front of pedestrians and cyclists arriving from the city centre. This presents the university with an opportunity to create a strong presence along this edge of the 'Leisure Quarter'. However, this will also need to be considered against the requirements of the Welsh Garden for the strip of land it has retained in between this viewpoint and the UWTSD site beyond. The car park in the foreground will prevent direct access to the UWTSD site but a strong visual connection will be important.



The existing buildings on Plots B4 and B5 start to frame views to more distant features including the Norwegian Church, St Thomas Church beyond and Kilvey Hill depending on the position of the viewer. The hill behind is a city-wide feature and dominates many of the northern views from within the 'Leisure Quarter'. The cranes along the dock edges with the Associated British Ports land also form interesting references to the past life of the overall SA1 area. Less obvious are the views to the east of the distant hills of Mynydd Dinas and Mynydd-y-Gaer beyond Port Talbot.



Maritime Quarter

Operational swing bridge

The River Tawe lock helps to maintain constant water levels within the Swansea marina. The bridge over it provides pedestrian and cycling access to the facilities in the Maritime Quarter but also to the city's beaches and the Mumbles beyond. It provides the university with access to a beach within 10 minutes walk of the campus. Due to the working nature of the dock barrage, the western end of the footbridge is a swing bridge to allow the passage of boats in and out of the marina. The bridge also forms part of the national cycle network.



Admiral Car Park at Plot B13

ABP owned land

Plot C2

Plot C3

Plots B13, C1, C2, C3, C7 and C8 form a significant part of the future plans for UWTSD at SA1. The individual plots are currently cleared of development and fenced off. A portion of the site is currently used by Admiral, who's Swansea operations are located at Plot A8A and A8B, for car parking for its employees (the cars can be seen above in front of Plot B5). This part of SA1 feels very open and desolate due to the seemingly random lines of fencing and vegetation. Surrounded by Associated British Ports activity to the east, the sea to the south and the river to the west, the site needs a significant draw to attract people and reduce its isolation.



This area was originally used for dock-related activities and was predominantly covered with railway tracks connecting cargo between the ships and the rest of the country. As well as the railway infrastructure, a number of goods sheds were also located here (K and L sheds). The Associated British Ports buildings in the background sit on the original footprints of A and B sheds. There is some ground contamination in the area as a result of the prolonged use of the docks for the distribution of aggregate and other associated cargo, though this is not thought to present any significant issues in redeveloping the site.



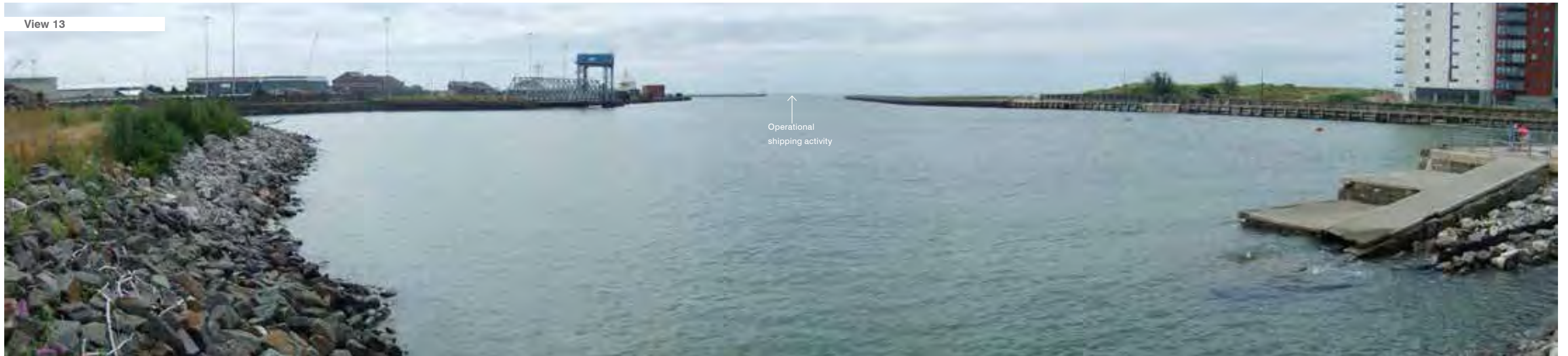
Kilvey Hill to the north forms an impressive backdrop to SA1. It reduces the impact of the taller buildings that have been built at SA1. The view from the southern end of the site shows how the roofline of Plot B5 staggers broadly in line with the profile of Kilvey Hill behind. Please refer to the landscape appraisal for further information.

View 12



The southern boundary of the 'Leisure Quarter' has the potential to be a thriving waterfront environment for the university. While ABP will retain a 7m wide strip of land back from the dock edge, access along this south facing edge will likely be popular with students, staff and the general public. This is a relatively recent edge as it once provided direct access into the tidal lock. The platform on the right has been finished with good quality paving and benches, providing a hint of the type of public realm that could be delivered in the area when the sites are developed.

View 13



The views out of the site towards the entrance to the docks and beyond are striking from the southern end of the site. All shipping activity into Swansea docks passes through the gap in the harbour walls in the distance, with all the boating traffic in and out of the marina on the Tawe passing by to the right of this view. The panorama represents much of the city's heritage and contemporary life with larger cargo shipping mixing with smaller pleasure crafts.



This tidal basin forms the eastern edge of the 'Leisure Quarter' site. The profile of the dock walls has evolved over the past few decades. Where once the basin was directly open to the sea/Tawe, its connection has been broken with the infilling of the mouth of the basin. A tidal connection has been maintained underwater. The paths along the solid dock walls have already had good quality landscaping materials installed, though the paths themselves are of a temporary quality. The path leads around the corner into what was once a dry dock and leads to Plot C4.



Without Kilvey Hill as a backdrop, the buildings of Plots B4 and B5 appear taller than in the previous views. The developments in the Maritime Quarter also stand out. Townhill can be seen rising in the distance with the city centre visible in front. Even from this distance, the Swansea Sail Bridge forms an important marker in the landscape directing pedestrians and cyclists towards the city centre in the most direct way.

View 16



As part of the regeneration of the SA1 waterfront, a lot of the infrastructure necessary to service each of the individual plots around the docks has already been put in place. This includes the principal roads and underground service corridors for electricity, water, drainage, data and gas. However, the surface finishes have not necessarily been completed in some of the more peripheral parts of the site. The completion of the surrounding development plots will instigate the finishing of these routes. The angle of the young trees planted along the street edge are an indication of the exposed nature of the site to the offshore winds.

View 17



The surface finishes around the edge of the Prince of Wales Dock are to a high standard and have been delivered in advance of the development of the neighbouring plots. Running alongside one of the UWTS sites (Plot C4), this route will increase in activity should the pedestrian bridge over the entrance to the Prince of Wales Dock be delivered, thus linking the other UWTS eastern plots (E6, E7, E8, E9 and F) with the social hub at the far corner of the Dock and to the 'Leisure Quarter' plots. Plot C4 is a prime development site that will need to address the dockside frontage as well as the other UWTS sites behind to the left of the image.



This plaza forms the main link between the 'Leisure Quarter' and the Prince of Wales Dock. It currently feel lifeless and has not been fully completed. This will presumably happen when the southern plots have been delivered and will generate a greater footfall through the plaza. This space is an important framing device for longer distance views across the general docklands area. From the south, views through this gap capture the Norwegian Church, the steeple of St Thomas Church and Kilvey Hill. In the opposite direction, views towards the sea and the Maritime Quarter are captured.



To reinforce the importance of this plaza as a node within the SA1 masterplan, commercial units have been incorporated into the Plot B5 development. These units, lining the eastern edge of the plaza, have yet to be occupied, suggesting that there is currently not enough activity within SA1 to make these units financially attractive or viable to businesses. This will presumably change with the regeneration effects of the university at SA1. The pedestrian dockside route above will become more prominent with new buildings and activities on plots further along and with the installation of a new pedestrian bridge across the dock entrance.

View 20



The Prince of Wales Dock is a large expanse of water at the heart of the regeneration of SA1. The long term aspiration is for this to become a hub of activity with a new marina. However, in the meantime it represents a significant barrier for permeability throughout the area. The SA1 masterplan indicates the future construction of a number of footbridges across the dock. Without these, the UWTSD sites at the far end of the dock will remain isolated from the rest of the university's sites and will be difficult to integrate into the university's activities in a meaningful way.

View 21



This is a zoomed-in view of a portion of the panorama in View 21. It further demonstrates just how far Plots E6, E7, E8, E9 and F are from the existing hub at the western end of the Prince of Wales Dock. It also picks up on the long range views to the distant hills of Mynydd Dinas and Mynydd-y-Gaer beyond Port Talbot. The cranes are another distinctive feature within the landscape of the docks, and while part of the Associated British Ports land, contribute to the historic maritime character of the docks.



Plots A15 and A16 are two key development sites at the main vehicular entrance to the whole SA1 regeneration area. The plots face Fabian Way along the northern edge, presenting an opportunity for promoting a strong presence to passing traffic on the main route out of the city centre towards Neath, Port Talbot and Cardiff. Sitting on two key junctions for SA1 (one external, one internal), this site is highly visible and easily accessible for vehicles. The ground level of the site currently sits below the level of the surrounding land. As the individual elements of the masterplan have been implemented, the ground levels have been raised in response to land grading issues.



The area surrounding these plots comprises a mix of uses. Facing the site from across the main access point off Fabian Way is the distinctive Beacon Centre for Health, which provides a pharmacy, a GP surgery and other health-related facilities. The VOSA office development adjacent addresses the Fabian Way junction with a prominent and colourful facade. On the other side of the site is a community church and private dental clinic alongside private residential developments. Views exist across the site towards St Thomas Church and Kilvey Hill.

View 24



Vehicular access to the northern UWTSD sites is via the road serving the adjacent church and dental clinic rather than directly off Langdon Road. This route forms a mini one-way system through a landscaped parking area.

View 25



General access to the southwestern part of the Prince of Wales Docks is currently restricted so it is not possible to walk a full loop of the docks. Looking across at Plot F from the northern edge of the dock, the sawtooth roof structure of the ABP goods shed and the cranes beyond form a distinctive component in the wider landscape. The pier to the left hand side of the image marks the point where a new pedestrian bridge is identified in the SA1 masterplan proposals to connect across the dock to Plot E9 and F. When delivered, it will improve the quality of developments on the far side of the dock.

View 26



The easternmost end of the SA1 regeneration area has not seen much change as a result of the masterplan proposals. It still has a soulless character due to the random car parking and overgrown vegetation throughout. Plot E6 is currently used for light industry. The road between here and the rest of Langdon Road towards the city centre is broken with just pedestrian access connecting both sides. There is a significant level difference, which indicates that the road level will need to be raised adjacent to Plot E6 when it is developed.

View 27



This was the main access to the Port of Swansea when the Swansea-Cork Ferries service was operating. That service ceased operating in 2011. Both roads in this view are cul-de-sacs but are envisaged to join together by wrapping around Plot E6, thus creating a one-way system for access out onto the 'McDonalds junction' further east. When Langdon Road is completed, this site will become a much more prominent opportunity and development will need to act as a gateway into the SA1 regeneration area.

View 28



This is the view back towards the more developed end of the Prince of Wales Dock (i.e. facing that in View 21). New housing along the northern edge of the dock, to the right of the image, is currently under construction, though the first phase is now complete. On the left is the line of Plots E8, E9 and F, stretching all the way down to UWTSD's Plot C4. That line is physically broken by the dock entrance, which only has an ABP vehicular bridge crossing it. Should the proposed footbridge not get delivered, connecting Plot F to C4 will result in a walk of over 1.5km.

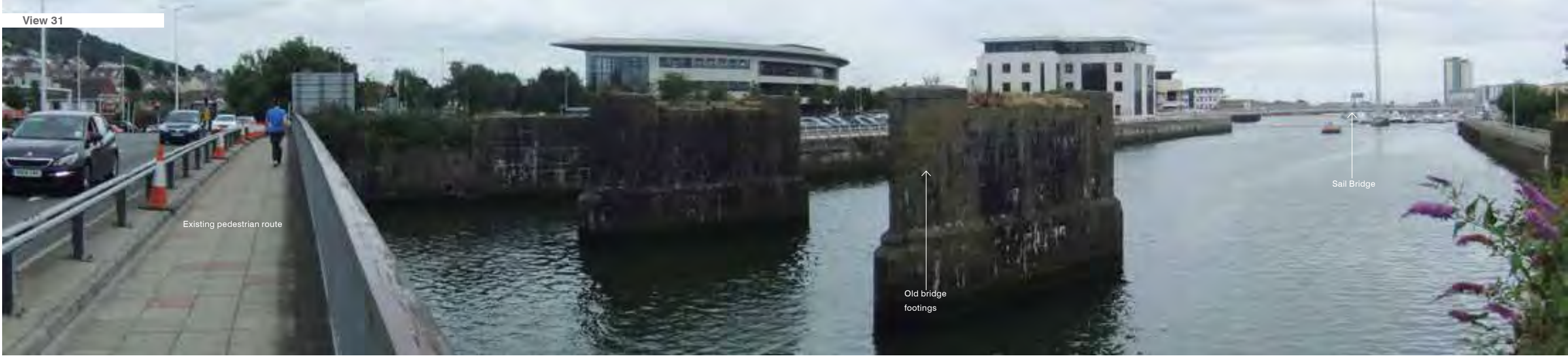
View 29



There is little development at this end of the docks. The recent development of 2 and 3 storeys townhouses stands out. However, there are other local landmarks that stand out including the bridge over Fabian Way. This provides cycling access over the busy road as well as a dedicated bus link for the Tennant park and ride facilities. The closed off link road to the left will serve to create a loop around Plot E6 as well as provide access along to Plots E7 through to Plot F.



This zone is the gateway into the SA1 regeneration area from the city centre. The masterplan has identified another development plot on top of the open air car park. Beyond that, on the other side of the road is the curved Technium building occupied by UWTSD. As a junction, this has not been designed to take all the traffic into SA1 from the city centre so movements in different directions are restricted. To the right is the Sustrans cycle route that runs along the western edge of the docklands. As a main route into the regeneration area, it is the most resolved in terms of development and character, heading into Technium Square.



As Fabian Way is one of the city's major arteries, the infrastructure has had to respond to the demands of vehicular traffic. As a result, the pedestrian route across the bridge is not an attractive one. That places greater emphasis on the pedestrian bridge further downstream (Sail Bridge) to encourage pedestrians across into SA1. There are long term plans utilise the footings of the old bridge adjacent to the existing bridge to create a new bus link for the park and ride facilities further along Fabian Way.

View 32



This is Somerset Place, which is the main pedestrian and cycling route linking the docks with the city centre. At the far end of this view is the entrance to Wind Street, one of the main socialising hubs of the city. The plaza adjacent to the Dylan Thomas Centre creates an attractive environment at the threshold into the city centre though the side road leading up to the rear of the supermarket complex detracts from the overall character.

View 33



The Dylan Thomas Centre is one of the city's flagship facilities and is housed in an impressive Grade II\* listed building. At the far end of Somerset Place, where it meets the Swansea Sail Bridge, the route passes through an area lacking in a meaningful sense of place. With car parks, open air boat storage and construction compounds on either side, the route from SA1 initially feels somewhat underwhelming. Recent visual improvements along Somerset Place suggest that the entire street is set to be enhanced.



This junction marks the main crossing point into the city centre. The painted brick paving effect has dramatically improved the prominence of the pedestrian crossing for those walking from SA1 into the city centre. Quay Parade is a dual carriageway that is a continuation of Fabian Way that runs along the northern edge of the SA1 regeneration area. As an important and busy vehicular route within the city centre, this pedestrian crossing forms a critical node despite the large open feel to the space.



The Maritime Quarter has great views back into SA1. The marina adds to the character of the area and is visible from the UWTSD site on the far side. The developments on this side of the Tawe are primarily private residential though there are some other facilities including a cafe and marine-related activities. Access from SA1 is via the Lock Bridge though this route is unlikely to form the main link into the city centre as it is longer route and less obvious. However, it would form an attractive riverside walk looping around towards the Sail Bridge.

View 36



This is the ground floor level of the 14 storey residential tower that marks the entrance into the River Tawe and the Maritime Quarter. It also acts as the corner leading onto the city's beach and has been identified as an important spot with the provision of commercial units within the development. It would appear that at the moment there is insufficient footfall through this space to attract a tenant. There is not much street level activity along this general stretch of the Maritime Quarter but the creation of an activity at SA1 that draws large volumes of people in throughout the day/year could improve the prospects for this area.

View 37



SA1 has easy access to the city's beaches. A 5-10 minute walk from the 'Leisure Quarter' over the Lock Bridge opens up the relaxed Swansea Bay Beach. This is a great opportunity for the university to offer students access to a significant stretch of natural landscape to complement the more urban campus environment at SA1. There are plans to refurbish the old Swansea Marina Observatory a short distance beyond with cafe and restaurant facilities, thus creating a greater draw.

View 38



There is public access along the western pier at the head of the River Tawe, via the Maritime Quarter. This provides views back into the SA1 docks area and demonstrates the potential prominence of any new development for the university at the entrance into the city's marina and the working docks. With Kilvey Hill behind, the impact of the 11 storey residential development on Plot B5 is diminished significantly. It will be important to ensure that new development balances the impact of the hill in this view with the more open feel in views from the Sail Bridge further upstream.

The state of the northern end of the western pier is not good and is currently inaccessible to the public due to its condition. Access is now from the beach itself. There are plans to construct a new tidal barrage to the south of the docks. Part of the proposals are for a new watersports centre that will generate significant activity within the barrage area. This will likely make river taxis along this stretch of the Tawe more attractive and feasible to better connect the watersports centre to the city centre. While ABP will retain control over the dock walls, there may be the potential to influence the emerging water taxi strategy as part of the UWTSD masterplan.

View 39



Technium Square sits on an important node for the SA1 development. The Square itself is the only soft landscaped public space in the area and has a memorial to the lost fishermen of Swansea. The surrounding buildings along its northern edges were delivered as a first phase and were intended to provide suitable space for startup companies. UWTSD occupies and owns 2 of these (A3 and A4), while Admiral's Swansea operations are located in Plot A8B. To the west of the Square is the distinctive chimney of the listed Ice House, with the city's landmark Sail Bridge behind.



Mr David Owen  
Planning Services  
Civic Centre  
Oystermouth Road  
Swansea  
SA1 3SN

Architecture  
Town Planning  
Masterplanning & Urban Design  
Landscape Architecture  
Interior Design  
Graphic Design  
Building Surveying  
Historic Building Conservation  
Sustainability  
BIM



Dear David

**University of Wales Trinity Saint David**

**Environmental Impact Assessment Scoping Opinion relating to a revised Development Framework for the SA1 Waterfront Regeneration Area**

Stride Treglown Limited has been appointed by the University of Wales Trinity Saint David (hereafter referred to as “UWTSD”) to coordinate a multi-disciplinary team and provide masterplanning, Town Planning and design team services to devise and deliver a regeneration strategy for the SA1 waterfront in Swansea with the University at its heart.

Regulation 5 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2009 As amended (herein referred to as the EIA Regulations) makes provision for a person who is minded to make an EIA application to ask the relevant planning authority to state in writing its opinion as to the information to be provided in the environmental statement (a “scoping opinion”).

In accordance with Regulation 5(2) of the EIA Regulations, this letter provides a brief description of the site and its surroundings, including a location plan; an overview of the nature and purpose of the proposed development and, a consideration of the possible effects of the development on the environment.

As agreed during recent discussions with the City and County and Swansea, the revised development framework will take the form of a new masterplan for the land acquired by UWTSD. The masterplan will underpin a planning submission which will take the form of a variation of condition of planning permission 2008/0996 granted in October 2010 focusing on conditions 2 (land use masterplan) and 5 (development capacities).

As such, we have utilised the structure of the 2010 Addendum to the Environmental Statement as a base upon which to identify those technical and design assessments which have the potential to be incorporated within a further Addendum: this being submitted with the revised development framework as part of the variation of condition application.

**STRIDE TREGLOWN LTD**  
Promenade House, The Promenade,  
Clifton Down, Bristol BS8 3NE  
  
T: +44 (0)117 974 3271  
E: johnwright@stridetreglown.com  
  
**Registered Office**  
Promenade House, The Promenade,  
Clifton Down, Bristol BS8 3NE  
Registered in Cardiff  
Registered No. 1746850

**Project Overview**

The redevelopment and regeneration of SA1 will make provision for the University to develop an international centre of excellence in the design and development of new products and services to drive creativity, innovation and knowledge transfer across a spectrum of disciplines. It is seen as an opportunity to deliver a positive and lasting impact across a wide range of sectors, consistent with the Welsh Government’s sector priorities, and the City and County of Swansea’s emerging regeneration plans.

The University intends to create an intellectual and technological resource which would provide a ‘life support’ system for new ideas - outward-facing, supporting regional, national and international companies and entrepreneurs. This approach will support innovation and entrepreneurship among staff and students of the University.

The University is keen to act as a catalyst, or engine for growth and prosperity across the region, with its activities at SA1 attracting inward investment and collaboration with commercial, enterprise and creative industry partners.

Uniquely, because of the geographical and discipline breadth in the University, UWTSD continue to operate across a wide spectrum of the knowledge economy, supporting the identification and capture of new ideas in areas such as design and automotive engineering as well as in domains traditionally at the periphery of innovation initiatives, such as archaeology, the creative arts and a range of craft disciplines.

**Integrating the University within the SA1 regeneration area**

The focus for development will be in Swansea SA1. The existing activities on the Townhill, Mount Pleasant, and Ty Bryn Glas campuses will be ultimately relocated to two primary locations:

- 1) The Cultural Quarter, in the heart of the City (The Alexandra Road Art & Design Campus, incorporating the Alex Design Exchange and Dynevor Art & Design Centre)
- 2) A new Waterfront Innovation Quarter, around the Prince of Wales Dock in Swansea SA1.

The transformed SA1 will become the gateway between the region’s two universities and the city, creating new opportunities for joint university enterprises in complementary discipline areas.

The Project will be delivered in four distinct phases over ten years which will run in parallel.

- a) Phase One. Supporting the establishment of the Cultural Quarter. The redevelopment of the former Swansea City Central Library to create the Alex Design Exchange will also complete Phase One of the redevelopment of the Swansea campuses.  
  
Phase Two will focus on the waterfront in SA1. To this end the University has recently

secured circa 20 acres of the remaining development land in SA1. The anticipated floor area for university activities will be in the order of 32,000m<sup>2</sup> and is therefore only part of the development equation, certainly in the first 5 years of establishing a new university presence on the Swansea waterfront. The total anticipated development capacity of the land acquired by the university is in the order of 100,000m<sup>2</sup>, enabling approximately 68,000m<sup>2</sup> of floor space for appropriate mixed uses.

The University will continue to work with the Welsh Government, City & County of Swansea, and a range of other potential developers and partners, in order to review and redefine the SA1 Development Control Plan that was originally finalised in 2006. The Masterplan will provide a blueprint for completing the redevelopment of SA1 and for securing the inward investment from the private sector that will help secure a vibrant and complementary development located in the City centre.

- b) Phase Three will focus on the rationalisation of the University's Swansea campuses at Townhill, Mount Pleasant, and Ty Bryn Glas, and the ongoing consolidation and development of the University's campuses in Carmarthen and Lampeter.
- c) Phase Four will ensure that the University estate complements and is complemented by the Further Education estate.

The regeneration of the undeveloped areas of SA1 demonstrate a clear and visible commitment by the University to Swansea. The Project provides a 'once in a lifetime' opportunity to create real transformational change both redefining the enterprise and innovation offer within the Swansea Bay City Region and complementing the related offer from Swansea University.

UWTSD intends to create the right economic and social context to bring added economic and cultural value to the City. The University's investment in SA1 will provide the essential environment to support growth for micro-businesses and new enterprise education initiatives within the City, such as a Centre for Continuing Professional Development.

#### Site location and description

The SA1 Waterfront regeneration area lies to the east of the main shopping areas and civic hub of the city and to the immediate east of the Maritime Quarter – the first area of the docklands to undergo regeneration. The new Swansea University Bay Campus (under-construction) lies further to the east on a former BP site. The proposed Tidal Lagoon (tidal power station and recreational project) lies to the south east of the site. The current active trading Port of Swansea is now concentrated on the Kings Dock and Queens Dock (to the south of the Prince of Wales dock) where there are both extensive cargo facilities.

The sites secured by UWTSD for regeneration purposes are located across the area known as the SA1 Waterfront area, close to and to the east of, the City Centre. This area lies within the central part of Swansea Bay, on the east side of the River Tawe where it joins the Bay. The Bay stretches from the Mumbles and the Gower Peninsula in the west to Port Talbot and Porthcawl in the east.

The site is generally flat and lies between 6 and 7 metres Above Ordnance Datum (AOD). In the wider context, the highest local point is Kilvey Hill to the north of the site at 190m. These hills form a backdrop to the site when looking north and northeast. Site and context plans are set out at **Annex 1**.

#### Planning History

The SA1 area has been the subject of a detailed planning history stretching back to 1999. We set out below a summary of the previous planning applications that have been granted, with a specific focus on those relevant to the University's plans for the site.

##### 1999 – 2002

A series of full planning applications were submitted by the Welsh Development Agency (WDA) and approved by City & County of Swansea Council (CCS) for development plots at the site. Approved developments included new business centres (Technium 1 and 2), offices for Morgan Cole and infrastructure works including new bridges, cycleways, footways etc.

##### June 2002

In June 2002 an Outline Planning Application was submitted by the WDA (reference 2002/1000) for the wholesale redevelopment of the SA1 site including a mixed use development comprising employment (Use Class B1, B2) residential (C3), retail (A1), commercial leisure (D2), food and drink (A3), hotel (C1), and educational (D1/C3) uses, including associated infrastructure. The development was considered to be of a scale whereby an Environmental Impact Assessment was required in order to assess the developments significant impacts. Planning permission was granted just over a year later in August 2003.

During the determination of the application a series of full planning applications for infrastructure works, changes of use and listed building consent applications were also approved.

##### Post August 2003

Following the granting of outline planning permission for the site, full and reserved matters applications for plot by plot proposals contained within the masterplan were submitted and approved including applications for a new 116 bed hotel (Village Hotel), new offices and residential developments.

In 2004 a variation of condition application was submitted to vary conditions from the 2003 site wide outline planning permission relating to extending the time period for the submission/review of phasing and development framework documents.

May 2008

In May 2008 a variation of condition application (2008/0996) submitted by Welsh Government proposed a series of changes to the 2004 permission. These included changes to:

- (1) Phasing programme (condition 1)
- (2) Land use masterplan (condition 2)
- (3) Urban design framework (condition 3)
- (4) Development capacity (condition 5); and
- (5) Scale, nature, distribution and design of Class A3 and commercial leisure uses (Condition 7).

The application was supported by an Addendum to the original Environmental Statement and was approved in October 2010. The decision notice includes 36 conditions, including the following, which are of particular relevance:

- a) Condition 2. This refers to development scale and mix set out within Figure A2.1 of the Addendum Environmental Statement (April 2010); and
- b) Condition 5. This stated that the total development capacities for SA1 shall not exceed the Current Framework capacities detailed in Table A2.1 of the Addendum Environmental Statement (April 2010).

Figure A2.1 identified the maximum extent of development (referring to type, distribution and quantum of floor area) for specific land uses per development zone across the site.

**Local Planning Policy Context**

The current development plan relevant to the determination of a planning application at the site is the Swansea Unitary Development Plan (UDP, adopted November 2008). The same development plan that was in place at the time of the 2010 application.

The site is allocated as part of the SA1 Waterfront mixed use development area. The site is identified to provide 18 hectares of employment land (Policy EC1 (2)) and 1500 dwellings (Policy HC1 (21)).

Policy EC2 of the UDP is considered to be the policy of most relevance to the revised development framework. This states that:

*“A major redevelopment area is identified at SA1 Swansea Waterfront for mixed employment and residential development together with supporting leisure, tourism, community uses and ancillary services. The development of the site should:*

- i. Be comprehensive,*
- ii. Integrate with the Maritime Quarter,*
- iii. Complement and not compete with the City Centre,*
- iv. Be of a high standard of design,*
- v. Embrace principles of sustainable development,*
- vi. Provide high quality employment opportunities,*
- vii. Increase the range of housing choice,*
- viii. Make appropriate provision for a network of pedestrian and cycle routes, and*
- ix. Safeguard the potential canal route corridor”.*

Although the policy makes no explicit reference to education facilities, the 2010 planning permission reduced the amount of institutional/education floor space (compared to the original proposals) and therefore the 2015 revised development framework will reverse this trend.

Planning policy supports a range of employment uses across SA1 and therefore R&D and office developments are considered to be supported in principle subject to their environmental and amenity impact.

The site is also partly located within a hazardous installation consultation zone with Policy EV41 referring to not permitting development if there would be a significant health risk. The extant planning permission for the site is such that this issue is considered to have been resolved.

Once adopted the Swansea Local Development Plan will replace policies in the UDP. The Preferred Strategy (July 2014) sets out the broad approach that the LDP intends to take in order to ensure that the County is developed in a sustainable manner. We understand that the LDP is expected to be adopted in December 2016.

Referring to SA1, the Preferred Strategy states *“Further investment at SA1 Swansea Waterfront is needed in order to continue successful regeneration of the former dock area, whilst complementing the aims for City Centre regeneration”*.

SA1 is also referenced in relation to employment opportunities and the Preferred Strategy notes that a cross boundary masterplan extending from SA1 through Swansea Port to the campus (Swansea University) and beyond is being prepared alongside the LDP.

The Preferred Strategy refers to SA1 as part of the ‘Urban Waterfront’ which is described as the *“areas adjacent to the River Tawe and Swansea Bay within the main urban area of the County, including sites at the Tawe River corridor, SA1 Swansea Waterfront, Swansea Marina, and others adjoining Swansea Bay up to and including Mumbles”*.

This combined area is referenced in respect to tourist facilities and paragraph 7.54 seeks development in the area to consider how they can maximise the benefits presented by other established waterfront developments already providing attractions and commercial operations for residents and visitors. The urban waterfront is considered to be an ideal location to develop the city’s cultural and leisure facilities, offering attractions and facilities and increase levels of ‘City Break’ tourism.

In order to expedite the planning application preparation process technical assessments will be undertaken to underpin the application and that these reflect the previous range of issues assessed as part of the 2010 EIA addendum submission. A number of these assessments will be commenced prior to the formal response generated by this Scoping Opinion. These assessments will be completed and collated once the Scoping Opinion response is received, considered and amended/updated as may be required.

**Proposed Structure: Environmental Impact Assessment Addendum**

We set out below the suggested basis of the 2015 Addendum to the Environmental Statement. This aligns with the structure agreed between the Council and RPS Planning, acting for the Welsh Government, in January 2010 and which formed the basis of the 2010 Addendum (dated April 2010).

| Ref | WAES Topic                           | Change                                                                                                 | Addendum                                                                                                                                                                                                                                                                                                                  |
|-----|--------------------------------------|--------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     |                                      |                                                                                                        |                                                                                                                                                                                                                                                                                                                           |
| A1  | Background                           | Purpose and Scope                                                                                      | Describe requirement for and scope of the Addendum                                                                                                                                                                                                                                                                        |
|     |                                      |                                                                                                        |                                                                                                                                                                                                                                                                                                                           |
| A2  | Proposed Development                 | Revised development Framework                                                                          | Comprehensive update of national and local planning policies and review of planning history since 2010. The addendum will have regard to the City and County of Swansea Unitary Development Plan (2008) and relevant Supplementary Planning Guidance, including the Swansea City Centre Strategic Framework (March 2009). |
|     |                                      |                                                                                                        |                                                                                                                                                                                                                                                                                                                           |
| B1  | Land Use and Soils                   | Revised development framework.                                                                         | Updated land use description and reference to current ground investigations base data (Quantum 2008, and WSP 2009)                                                                                                                                                                                                        |
|     |                                      |                                                                                                        |                                                                                                                                                                                                                                                                                                                           |
| B2  | Geology and Contamination Assessment | Revised development framework that would need to be recognised in the scheme strategy. The overarching | Reference to extant ground investigations will be made in the context of the revised masterplan framework. It is not considered necessary to reproduce the historic GI                                                                                                                                                    |

|    |                              |                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|----|------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|    |                              | development strategy will not be affected.                                                    | material in full in the Addendum. The Addendum will refer to the mechanisms to monitor the risks generated by contamination in relation to residential development across SA1.                                                                                                                                                                                                                                                                                                                                                                                                                   |
|    |                              |                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| B3 | Hydrology and Drainage       | Revised development framework which may result in a changes to the extent of permeable areas. | Update Surface Water Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|    |                              |                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| B4 | Traffic, Highways and Access | Revised development and land use mix will change traffic generation characteristics.          | Update to reflect latest transport assessment figures. The Addendum will make reference to changes arising from the Fabian Way Transport Strategy Working Group and the ability to serve the development by means of more sustainable transport networks than the private car.                                                                                                                                                                                                                                                                                                                   |
|    |                              |                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| B5 | Air Quality                  | Revised development and land use mix will change the traffic generation characteristics.      | In the event that the Transport Assessment demonstrates a lower traffic impact than the 2004 or 2010 baseline scheme, it is suggested that the Air Quality Assessment may not be required. If an assessment will be required, reference will be made to the extant British Standards. An assessment will include reference to modelling around the main gateway junction and nearby dwellings. In liaison with Natural Resource Wales, the assessment will include, as required, reference to the likely deposition of nitrogen dioxide (NOx) on Crymlyn Bog Special Area of Conservation (SAC). |
|    |                              |                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| B6 | Noise                        | Revised development and land use mix will change the traffic generation characteristics.      | Update impact assessment to reflect latest traffic assessment figures. The Addendum will refer to the impact and role played by detailed designs to reduce noise impact in future: with                                                                                                                                                                                                                                                                                                                                                                                                          |

|    |                      |                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----|----------------------|------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|    |                      |                                                                                                            | references to potential design mitigation measures for future design teams to consider in the preparation of reserved matters submissions.                                                                                                                                                                                                                                                                                                                             |
| B7 | Ecology              | No change                                                                                                  | Initial Site Analysis has included a review of previous data and a new walkover survey has been undertaken. No protected species have been found across the survey sites. Notwithstanding this, the Addendum will refer, in liaison with the Landscape Architect, opportunities for creating a bio-diversity gain resulting from a well-conceived and integrated landscape and ecological management (habitat creation) strategy across the development area.          |
| B8 | Landscape and Visual | The revised development framework will alter the massing, height and distribution of buildings across SA1. | An update to reflect the revised development framework will be undertaken. The built and landscape strategies are being developed in unison and the revised development framework has been informed by a detailed photo-appraisal of the SA1 area collected at the Initial Site Analysis Report Stage. The Addendum will refer to this data set, which itself was generated by reference to the previously identified view corridors established in the 2010 Addendum. |
| B9 | Archaeology          | No change                                                                                                  | Glamorgan Gwent Archaeological Trust are part of the Masterplanning Team and have prepared a detailed historic assessment of the area. Previous concerns raised by the potential for underground car parks to find or disturb artefacts will be referenced, as will appropriate methodologies to reduce this impact. This will draw heavily upon the 2010 Addendum findings.                                                                                           |

|     |                              |                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-----|------------------------------|----------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| B10 | Waste and Recycling          | No change                                                                                          | The Addendum will be updated to reflect the revised development framework and strategies employed by the University which will be applied to the development and operation of its facilities.                                                                                                                                                                                                                                                                                                                                            |
| B11 | Infrastructure and Utilities | The revised development framework and to capture recent infrastructure network assessments         | The Addendum will be updated to reflect the revised development framework, network installation and improvements and commitments of the Welsh Government and others to serve development plots.                                                                                                                                                                                                                                                                                                                                          |
| B12 | Socio-Economic               | The revised development framework and land use mix will generate different socio-economic effects. | Update to reflect current development framework and new planning policy (TAN 23). Reference will be made to elements of the University's Business Case and wider regeneration initiatives promoted by the City and County of Swansea and the Welsh Government – as set out in the Swansea City Centre Strategic Framework and Emerging Regeneration Plans anticipated in draft in January 2015. Reference will also be made to anticipated community benefits generated by the proposals in relation to access to university facilities. |

The structure, format and presentation of the Planning Design and Access Statement (and Environmental Statement Addendum) will be discussed with the Council following the receipt of the Councils' Scoping Opinion response.

The proposed scope of the EIA set out above reflects our understanding of the site, the proposed development along with the potential impacts which may arise, as informed by the technical baseline prepared to date. On this basis we look forward to receipt of your written response in due course and in accordance with the timescales required by the EIA Regulations.

We would be grateful if you would let us know as soon as possible if you have any questions or require further clarification in relation to the above.

Yours sincerely,



**Graham Stephens MRTPI**  
Director  
For Stride Treglown Limited

cc. Ray Selby – Project Director: UWTSD  
Steve A Davies – Associate Director: Hyder Consulting  
Jonathan Pritchard – Senior Planning Consultant: Stride Treglown Limited  
Isabelle Carter – Associate: Landscape Architect, Stride Treglown Limited





**CITY & COUNTY OF SWANSEA / DINAS A SIR ABERTAWE**  
**DIRECTORATE OF PLACE / CYFARWYDDIAETH LLEOEDD**  
**ECONOMIC REGENERATION & PLANNING / ADFYWIO ECONOMAIDD A CHYNLLUNIO**  
CIVIC CENTRE, OYSTERMOUTH ROAD, SWANSEA, SA1 3SN  
Y GANOLFAN DDINESIG, HEOL YSTUMLLWYNARTH, ABERTAWE, SA1 3SN  
☎ (01792) 635701 📠 (01792) 635719 📠 (01792) 635708  
✉ [planning@swansea.gov.uk](mailto:planning@swansea.gov.uk) / <http://www.swansea.gov.uk>



**CITY & COUNTY OF SWANSEA / DINAS A SIR ABERTAWE**  
**DIRECTORATE OF PLACE / CYFARWYDDIAETH LLEOEDD**  
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☎ (01792) 635701 📠 (01792) 635719 📠 (01792) 635708  
✉ [planning@swansea.gov.uk](mailto:planning@swansea.gov.uk) / <http://www.swansea.gov.uk>

Mr. Mike Harris, MRTPI  
Senior Town Planner,  
Stride Treglown Limited,  
Promenade House,  
The Promenade,  
Clifton,  
Bristol,  
BS8 3NE

*Please ask for:* David Owen  
*Direct Line:* 01792 635747  
*E-Mail:* [David.owen@swansea.gov.uk](mailto:David.owen@swansea.gov.uk)  
*Date:* 24th February 2015

Dear Mike

**TOWN & COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT)  
(ENGLAND AND WALES) REGULATIONS 1999**

**APP NUMBER:** ENQ2015/0004  
**SITE LOCATION:** SA1 Swansea Waterfront  
**PROPOSAL:** Scoping Report for Environmental Impact Assessment

I refer to your letter dated 22<sup>nd</sup> December, 2014 requesting a formal EIA Scoping Opinion for the proposed revised Development Framework for the SA1 Swansea Waterfront on behalf of University of Wales Trinity St David (UWTSD).

**Overview**

Outline planning permission was granted on the 19<sup>th</sup> August 2003 for a mixed use development of SA1 Swansea Waterfront comprising employment (Use Class B1, B2) residential (C3), retail (A1), commercial leisure (D2), food and drink (A3), hotel (C1), and educational (D1/C3) uses, car parking, associated infrastructure, hard and soft landscaping. (Planning permission 2002/1000 refers). The application was deemed to be Environmental Assessment development under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and was therefore supported by an Environmental Statement. The assessments contained within the Environmental Statement were based on the scheme described in the Development Framework and Land Use Masterplan also submitted in support of the application, along with Travel Assessment and addendum.

The outline planning permission has been implemented and a significant proportion of the site's infrastructure and a number of buildings have been completed. Over time the success of the development and market changes have led to pressures to

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increase the scale of new buildings and to alter the proposed land use mix. This led to the submission of the Section 73 application to vary the conditions of the outline permission under ref:2008/0996, principally included Conditions 1 (phasing programme), 2 (land use masterplan), 3 (urban design framework), 5 (development capacity) and 7 (scale, nature, distribution and design of A3 and commercial leisure uses). Essentially the application sought to allow changes for the timing of the programme of phasing, for a review of the approved Land Use Masterplan and the Design and Development Framework to take place at appropriate intervals and also to allow for a revision to be made to the total development capacities for SA1 and for the capacity levels to be set by an addendum Environmental Statement. The application was supported by an addendum Environmental Statement and a Planning Statement and the Environmental Statement followed the content and structure of the original Environmental Statement for the outline planning permission.

It is agreed that the basis of the ES Addendum would align with the structure as submitted under the 2010 submission under ref:2008/0996.

**A1 Background**

In order to reflect the ambitions of UWTSD and their recent land acquisitions it is proposed to prepare a revised development framework with a new SA1 Swansea Waterfront masterplan, through the submission of a Section 73 planning application to planning permission 2008/0996 granted in October, 2010 relating to Conditions 2 (land use masterplan) and 5 (development capacities). As highlighted, UWTSD have secured circa 20 acres of the remaining development land in SA, with an anticipated floor area for University activities will be in order of 32,000m<sup>2</sup>, but with a total development capacity of the land acquired by the University in the order of 100,000m<sup>2</sup>, enabling approx. 68,000m<sup>2</sup> of floorspace for appropriate mixed uses. It is indicated that the revised masterplan will provide a blueprint for completing the redevelopment of the SA1 Swansea Waterfront area.

Condition 2 under planning permission 2008/0996 refers to the development scale and mix set out within Figure A2.1 of the Addendum Environmental Statement (April 2010), whilst Condition 5 indicated the total development capacities for SA1 shall not exceed the current framework capacities detailed in Table A2.1 of the ES Addendum. Figure A2.1 identified the maximum extent of development of specific land uses per development plot across the SA1 Swansea Waterfront area. It should be noted that Condition 2 requires the land use masterplan should be reviewed, and submitted for the approval of the Local Planning Authority every two years, however, as referred to above, the existing land use masterplan as presented under Figure A2.1 was approved in April 2010. Therefore, as opposed to restricting the revised development / masterplan to the land acquisitions of UWTSD it would be advantageous for the proposed Section 73 application to also consider the whole of the SA1 project area as defined by the original planning permission under

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ref:2002/1000 and as revised by Ref:2008/0996. This could possibly consist of a joint submission with Welsh Government.

## **A2 Proposed Development (Policy Context)**

The proposed ES Addendum will provide an update of national and local planning policies, in particular the adopted City and County of Swansea Unitary Development Plan (2008), relevant Supplementary Planning Guidance including the Swansea City Centre Strategic Framework (March, 2009). Reference should also be made to the emerging planning framework in respect of:

- \* Local Development Plan (LDP) Preferred Strategy, Draft Proposals Map for St Thomas and Castle Wards, the Strategic Site J Fabian Way Innovation Corridor Draft Concept Masterplan and also the Strategic Site I Central Area and Waterfront area.
- \* City Centre Strategic Framework Review Consultation Draft 2015

The emerging proposals for UWTSD will need to show how their proposed land uses will integrate with and complement, not conflict with, the land use of existing buildings and any remaining plots outside UWTSD control within SA1; the adjacent operational docks and the City Centre. The original masterplan aimed to provide a range of housing choice, and the emerging proposals should provide an indication of the type of residential accommodation proposed, if any, e.g. whether it would be units with self-contained facilities or halls of residence style of accommodation. The plot on the junction with Fabian Way is a potential gateway site and design should reflect this.

## **B1 Land Use and Soils**

Proposed updates agreed.

## **B2 Geology and Contamination Assessment**

Proposed updates agreed

## **B3 Hydrology and Drainage**

It is noted that the ESA will incorporate an updated surface water assessment. The ESA should also have regard to the latest flood risk maps. The county wide Stage 2 Strategic FCA (SFCA) shows the development sites are in places located within the Environment Agency Zone 2; and DAM Zones B or C2. Surface water flood risk is also highlighted within the SFCA.

## **B4 Traffic, Highways and Access**

The Scoping Opinion acknowledges that the revised development and land use mix will change the traffic generation characteristics and this will be reflected in an updated Transport Assessment (TA) as part of the EIA Addendum submission. Reference is made to the 'Fabian Way Transport Strategy Working Group', however,

it should be noted that there is no such entity and reference should be made to the Fabian Way Corridor Transport Assessment (2010). Consultation has been undertaken with the Council's Head of Transportation & Highways and is broadly supportive of the approach subject to the conclusions of the TA, but requests that reference is made within the development to provide the opportunity to improve connectivity within and through the SA1 site, rather than just concentrating on the access to the site.

The ESA / TA will also need to consider the car parking provision, not only to serve the UWTSD but also the existing and proposed developments within the SA1 Swansea Waterfront, as several of the sites are used as 'temporary' surface car parks. Consideration will also need to be given to access and integration with the existing St Thomas / Port Tennant residential community to the north of Fabian Way, which has been an issue raised by local elected representatives.

It should be noted that Welsh Government are intending to complete the Langdon Road link in 2015/2016. The final design is yet to be approved, however, the current thinking is that the westbound route will be restricted for buses only (eastbound open to all vehicles); in order to prevent SA1 becoming a rat-run into Swansea for vehicles queueing on Fabian Way.

## **B5 Air Quality**

The relationship between the conclusions of the TA and the 2004 / 2010 baseline scheme on air quality are acknowledged. However, consideration needs to be given to the changes that have made to the road network involving the SA1 Junction and the Tawe Bridges reconfiguration; and general changes in traffic flows along Fabian Way which could change the sensitivity of the impacts from changes in SA1 particularly if using the 2004 data. The Council's Air Quality Progress Report 2013 identified underlying exceedances of the nitrogen dioxide annual mean objective within the Fabian Way area. A change in circumstances since 2004/10 that would potentially benefit is that impacts could be reduced if traffic is spread onto the McDonalds junction through the proposal to open up Langdon Road.

## **B6 Noise**

The noise impacts should also consider the potential conflicts of use with operational dock on the eastern plots, whether they may noise, air, pollution generated by those uses e.g. aggregates storage / movement.

## **B7 Ecology**

The Council's Ecologist has commented on the SA1 Candidate Site boundary for the assessment report. It is indicated that from records the site contains Species-rich Open mosaic habitats on previously developed land, which is a habitat of principal importance for the conservation of biological diversity in Wales under the natural environment and rural communities act (2006).

Priority species recorded on the site are; Brown-banded carder-bee, Buff Ermine, Cinnabar, Dark-barred twin-spot carpet, Dark-Green, Dingy Skipper, Dot moth, Dusky brocade, Ghost moth, Grayling, Herring Gull, House Sparrow, Kestrel, Knot Grass, Lackey, Linnet, Rosy Minor, Rustic, Shaded Broad-bar, Shoulder-striped Wainscot, Small Blue, Small Heath, Small Phoenix, Small Square-spot, Song Thrush, Stonechat and White Ermine are species of principal importance for the conservation of biological diversity in Wales under the natural environment and rural communities act (2006). Other priority species recorded: Lesser Bulrush. Species of contributory concern recorded on this site; Common broomrape, dark green fritillary, Goldcrest, Great Black-backed Gull, Hawkweed Oxtongue, Kingfisher, Lesser Black-backed Gull

It is noted in the UDP that any proposals to alter the water level within the docks will need to be carefully assessed via the HRA as there is a hydrological link between Crymlyn Bog SAC, the Docks and the Tennant Canal.

**B8 Landscape and Visual Impact:**

The Scoping request indicates that the revised development framework will alter the massing, height and distribution of buildings across the SA1 Swansea Waterfront to reflect the ambitions of UWTSD and it is noted that the landscape and visual impact section will be updated to reflect the revised development framework. It is understood that the ES Addendum will update the previously identified view corridors established in the 2010 Addendum, as part of the process to update the landscape and visual assessment section.

**B9 Archaeology**

The involvement of GGAT within the project is acknowledged and is welcomed, and that the ES Addendum will draw on previous assessments.

**B10 Waste and Recycling**

ESA to be updated to reflect the revised development framework. Accepted.

**B11 Infrastructure and Utilities**

ESA to be updated to reflect the revised development framework. Accepted.

**B12 Socio-Economic**

The section should also refer to the emerging planning framework in respect of:

- Local Development Plan (LDP) [Preferred Strategy](#), the [Strategic Site J Fabian Way Innovation Corridor draft Concept Masterplan](#) and also the Strategic Site I Central Area and Waterfront area.
- [City Centre Strategic Framework Review Consultation Draft 2015](#)

Again consideration needs to be given to access and integration with the residential community north of Fabian Way. In this respect, the St Thomas / Port Tennant Wards are deficient on the Fields in Trust Standard. It is understood that the emerging UWTSD masterplan proposes indoor / outdoor leisure facilities and reference should be made to whether these facilities will be publicly accessible which help to address the above issue. Additionally, the protected Tennant to Swansea canal corridor is demarcated on the UDP Proposals Map under Policy HC31 and needs to be incorporated into the revised masterplan.

In accordance with Regulation 10 of the above Regulations, The Local Planning Authority adopts the Scoping Opinion.

Yours sincerely

**DAVID OWEN**  
**PRINCIPAL PLANNING OFFICER**



Table A2.1 – Existing and Proposed Floorspace

| RPS Framework |       | Business | Leisure | Retail/food and drink | Hotel | Healthcare | Church | Institutional/education | On shore Marine | Residential | Car Park | Total  | Range of Storey Heights |
|---------------|-------|----------|---------|-----------------------|-------|------------|--------|-------------------------|-----------------|-------------|----------|--------|-------------------------|
| Zone          | A     | 33000    | 0       | 1128                  | 0     | 0          | 0      | 4800                    | 0               | 15552       | 12420    | 66900  | 2-4                     |
|               | B     | 2700     | 15040   | 3450                  | 0     | 0          | 0      | 0                       | 0               | 21740       | 23400    | 66330  | 2-5                     |
|               | C     | 21150    | 5920    | 0                     | 26400 | 0          | 0      | 0                       | 0               | 24780       | 0        | 78250  | 2-10                    |
|               | D     | 9400     | 0       | 752                   | 0     | 0          | 0      | 7120                    | 0               | 13648       | 0        | 30920  | 2-4                     |
|               | E     | 26808    | 0       | 792                   | 0     | 0          | 0      | 0                       | 0               | 0           | 0        | 27600  | 1-5                     |
|               | F     | 0        | 0       | 0                     | 0     | 0          | 0      | 0                       | 1015            | 0           | 0        | 1015   | 1                       |
|               | Total | 93058    | 20960   | 6122                  | 26400 | 0          | 0      | 11920                   | 1015            | 75720       | 35820    | 271015 |                         |

| Current Framework |       | Business | Leisure | Retail/food and drink | Hotel | Healthcare | Church | Institutional/education | On shore Marine | Residential | Car Park | Total  | Range of Storey Heights |
|-------------------|-------|----------|---------|-----------------------|-------|------------|--------|-------------------------|-----------------|-------------|----------|--------|-------------------------|
| Zone              | A     | 56360    | 0       | 3651                  | 3468  | 3548       | 0      | 1036                    | 0               | 37949       | 13940    | 119952 | 2-7                     |
|                   | B     | 4135     | 10404   | 8102                  | 0     | 0          | 0      | 0                       | 0               | 39397       | 10057    | 72094  | 2-11                    |
|                   | C     | 7530     | 0       | 2671                  | 13200 | 0          | 0      | 0                       | 0               | 31151       | 0        | 54551  | 2-10                    |
|                   | D     | 10912    | 0       | 0                     | 8360  | 2000       | 647    | 0                       | 0               | 31064       | 0        | 52983  | 1-5                     |
|                   | E     | 5500     | 1900    | 440                   | 0     | 1150       | 0      | 0                       | 0               | 27563       | 0        | 36553  | 2-5                     |
|                   | F     | 0        | 0       | 0                     | 0     | 0          | 0      | 0                       | 2000            | 0           | 0        | 2000   | 1                       |
|                   | Total | 84437    | 12304   | 14863                 | 25028 | 6698       | 647    | 1036                    | 2000            | 167123      | 23997    | 338133 |                         |

| Change |       | Business | Leisure | Retail/food and drink | Hotel  | Healthcare | Church | Institutional/education | On shore Marine | Residential | Car Park | Total  | Range of Storey Heights |
|--------|-------|----------|---------|-----------------------|--------|------------|--------|-------------------------|-----------------|-------------|----------|--------|-------------------------|
| Zone   | A     | 23360    | 0       | 2523                  | 3468   | 3548       | 0      | -3764                   | 0               | 22397       | 1520     | 53052  | 3                       |
|        | B     | 1435     | -4636   | 4652                  | 0      | 0          | 0      | 0                       | 0               | 17657       | -13343   | 5764   | 6                       |
|        | C     | -13620   | -5920   | 2671                  | -13200 | 0          | 0      | 0                       | 0               | 6371        | 0        | -23699 | 0                       |
|        | D     | 1512     | 0       | -752                  | 8360   | 2000       | 647    | -7120                   | 0               | 17416       | 0        | 22063  | 1                       |
|        | E     | -21308   | 1900    | -352                  | 0      | 1150       | 0      | 0                       | 0               | 27563       | 0        | 8953   | 0                       |
|        | F     | 0        | 0       | 0                     | 0      | 0          | 0      | 0                       | 985             | 0           | 0        | 985    | 0                       |
|        | Total | -8621    | -8656   | 8741                  | -1372  | 6698       | 647    | -10884                  | 985             | 91403       | -11823   | 67118  |                         |

- A.3.7 The overall rise in floorspace is therefore largely attributable to the increase in the footprint of buildings as a percentage the plot area on individual plots. Measured in this way the site coverage rises from 34% to 45%. The practical effect of this change can be seen by comparing, for example, the Village Hotel layout (plot D2) with schemes developed. The Village Hotel has extensive areas of surface car parking, whereas later schemes use underground parking to allow greater site coverage of buildings.
- A.3.8 Table A2.2 details the land uses for each plot. The plots shown shaded are either completed or committed.

Figure A2.1 Masterplan SA1





# SA1 PLOT BY PLOT PLANNING HISTORY SUMMARY

| Plot  | 2010 Approved Land Use | Date Submitted                      | Date Granted | Reference | Description                                                                                                                                                                                                                                                       | Building name / Applicant                                  | Status                                                                | Summary                                                                                                  |
|-------|------------------------|-------------------------------------|--------------|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|-----------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|
| A1    | Office                 | 26/02/2013                          | 23/04/2013   | 2013/0291 | Retention of existing surface car park and associated access for a temporary period of 5 years.                                                                                                                                                                   | "The Welsh Ministers"                                      | Completed                                                             | 99 Spaces (5 disabled) until April 2018                                                                  |
| A2    | Office                 | 05/07/2005                          | 21/10/2005   | 2005/1437 | Erection of four storey office building (Class B1) incorporating optician/opticians surgery (Class A1/D1) and cafeteria (Class A3) with undercroft car parking and associated infrastructure (details of siting, design, external appearance, means of access...) | Ethos ("Ethos Group Ltd")                                  | Completed                                                             | 4056m2 B1<br>185m2 A1/D1<br>139m2 A3<br>103 car parking spaces                                           |
| A3    | Office                 | 24/09/2002                          | 28/10/2002   | 2002/1668 | Construction of three storey building to be used within Class B1, with associated carparking (Technium Phase 2) (Amendment to planning permission 2001/1562 dated 30th October 2001)                                                                              | Technium 2 ("WDA")                                         | Completed                                                             | 4500m2 - B1 Multi tenanted office facility<br>97 car parking spaces                                      |
| A4    | Office                 | 27/10/1999                          | 21/12/1999   | 99/1423   | Construction of three storey business centre (b1) together with associated car parking.                                                                                                                                                                           | Technium 1 ("WDA")                                         | Completed                                                             | 1829m2 "business centre for multi tenanted occupation"<br><br>16 surface car parking spaces (3 disabled) |
| A6    | Office                 | No planning applications submitted. |              |           |                                                                                                                                                                                                                                                                   |                                                            |                                                                       |                                                                                                          |
| A7    | Office                 | No planning applications submitted. |              |           |                                                                                                                                                                                                                                                                   |                                                            |                                                                       |                                                                                                          |
| A8a/b | Office                 | 31/08/2005                          | 31/10/2005   | 2005/1850 | Erection of three storey office building (Class B1) with undercroft and surface car parking and associated infrastructure (details of siting, design, external appearance, means of access and landscaping pursuant to planning permission 2002/1000)             | Cyprium ("Terrace Hill (Swansea) Ltd") Admiral Group House | Completed                                                             | 7850m2 B1 Office<br><br>196 car parking spaces                                                           |
| A9    | Multi Storey Car Park  | 18/01/2011                          | 15/07/2011   | 2010/0693 | Construction of multi storey car park (details of access, siting, design and external appearance pursuant to condition 8 of planning permission 2002/1000 granted on 19th August 2003)                                                                            | "Welsh Assembly Government & MSAC Developments Ltd"        | Not implemented.<br>Permission not subject to a time limit condition. | 424 Spaces.                                                                                              |
| A10   | Office                 | 27/03/2006                          | 27/07/2006   | 2006/0705 | Erection of part 3 storey, part 4 storey office building (Class B1) with undercroft and surface car parking and associated infrastructure                                                                                                                         | Langdon House ("Broadhall Ltd")                            | Completed                                                             | 4138m2 (office)<br>1507m2 (parking)<br><br>circa 40 parking spaces                                       |