

Environmental Statement

Skyline Swansea

August 2023



**Land at Kilvey Hill and
Landore Park & Ride Facility,
Swansea**

ENVIRONMENTAL STATEMENT

VOLUME 1: NON-TECHNICAL SUMMARY

1.0 INTRODUCTION

- 1.1 Skyline Swansea (the Applicant) is submitting a full planning application to The City and County of Swansea Council (CCS) in respect of a proposed leisure development on Land at Kilvey Hill and Landore Park & Ride Facility, Swansea within the administrative boundary of The City and County of Swansea Council (CCS). The site measures approximately 40.56 hectares and is shown in Figure 1 of this NTS.
- 1.2 This Environmental Statement (ES) has been prepared on behalf of Skyline Swansea to accompany the planning application and an ES is a report of an Environmental Impact Assessment (EIA) undertaken under the EIA Regulations, which are contained in national law. This document is a Non-Technical Summary (NTS) of the ES and summarises its content and conclusions.
- 1.3 As part of the screening opinion the Local Planning Authority (LPA) provided detailed comments with regards to their views on the scope of the EIA. A copy of the screening opinion from CCS is attached at Volume 3, Appendix 1.1 of this ES.
- 1.4 In its scoping opinion, the LPA considered that following topics would need to be addressed in the ES:
- Landscape and Visual Impacts
- 1.5 The assessment described in this Environmental Statement (ES) relates to the design of the scheme as it stands in August 2023. The ES is published in three volumes:
- Volume 1: Non-Technical Summary
 - Volume 2: Written Statement; and
 - Volume 3: Appendices to Written Statement
- 1.6 The Environmental Impact Assessment was managed by Asbri Planning Ltd with guidance from the professional consultant team and the applicant. A hard copy of the ES, figures and appendices can be purchased for £50 each. A hard copy of the NTS can be purchased for £5 each. An electronic copy of the full ES can be purchased on CD for £5 each. All documents are available from:
- Asbri Planning
Unit 9, Oak Tree Court
Mulberry Drive
Cardiff Gate Business Park
Cardiff
CF23 8RS
- 1.7 Once the planning application is submitted, the ES can be viewed online at [Simple Search \(swansea.gov.uk\)](https://www.swansea.gov.uk). The ES will be available for public viewing at the Council. Please note that the Council should be contacted ahead of any visit to confirm visiting arrangements onsite

City and County of Swansea Council
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2.0 THE EIA PROCESS

- 2.1 EIA is a process which assesses the likely significant effects of a proposed development on the environment and the ES which reports those results.
- 2.2 The EIA has been undertaken, and the ES prepared, taking into account the appropriate legislation and guidance. The ES has also had due reference to specific discipline guidance as set out in each technical chapter and has also been informed by the experience and professional judgement of the design team.
- 2.3 The residual significance of impacts is assessed taking into account mitigation. A residual impact is any impact that would remain following the implementation of proposed mitigation measures and mitigation is the action of reducing the severity of significance of something.
- 2.4 Using these criteria, the significance of the impacts arising from the proposed development have been categorised (where appropriate) throughout the ES using a seven point scale, as follows:
- Negligible;
 - Minor adverse;
 - Minor beneficial;
 - Moderate adverse;
 - Moderate beneficial;
 - Major adverse; and
 - Major beneficial.
- 2.5 Where the above criteria is not suitable a significance of impact criteria appropriate to the particular topic has been applied and this has been identified to the reader.
- 2.6 Impacts are assessed for all phases of the development. Construction impacts are considered to be temporary, short term impacts which occur during the construction phase only. Permanent impacts are those long terms effects which would occur as a result of the proposed development once it is in operation. Direct impacts can include effects which are as a direct result of the scheme on a receptor. Indirect impacts can include effects off site as a result of a pathway to that receptor. These effects can also be considered as short term, long term, temporary or permanent impacts.
- 2.7 The technical chapter has assessed the environmental impacts of the development along with other relevant developments and their associated environmental impacts from the outset of the preparation of the ES. These are known as cumulative impacts.

3.0 PLANNING POLICY

- 3.1 The proposals have been assessed against the following planning policies:
- i. Planning Policy Wales 11th Edition (2021)
 - ii. Future Wales: The National Plan 2040
 - iii. Building Better Places (July 2020)
 - iv. Technical Advice Note (TAN) 2: Planning and Affordable Housing (2006)
 - v. Technical Advice Note (TAN) 4: Retailing and Commercial Development (2016)
 - vi. Technical Advice Note (TAN) 5: Nature Conservation and Planning (2009)

- vii. Technical Advice Note (TAN) 12: Design (2016)
- viii. Technical Advice Note (TAN) 15: Development and Flood Risk (2004)
- ix. Technical Advice Note (TAN) 16: Sport, Recreation and Open Space (2009)
- x. Technical Advice Note (TAN) 18: Transport (2007)
- xi. Technical Advice Note (TAN) 23: Economic Development (2013)
- xii. Technical Advice Note (TAN) 24: The Historic Environment (2017)
- xiii. The City of Swansea Council Local Development Plan
- xiv. Supplementary Planning Guidance

4.0 **SITE CONTEXT**

- 4.1 The application site is predominantly focused on Kilvey Hill. This is where the majority of the leisure uses are proposed to be located whilst the Landore Park and Ride Facility would comprise the Gondola Station and associated car parking areas. The Gondola would elevate from the park and ride area up to Kilvey Hill crossing over the River Tawe, A4217 and Pentre Chwyth Road before moving up Kilvey Hill.
- 4.2 The car parking area at Landore is predominantly characterised by a variety of built form including light industrial uses to the east, the Swansea.com Stadium to the north, newly developed Penderyn Distillery and visitor centre building and south is remnants of the forms Hafod Coppers Works. Given the size of the site the boundaries are extensive.
- 4.3 The car parking area at Landore is predominantly characterised by a variety of built form including light industrial uses to the east, the Swansea.com Stadium to the north, newly developed Penderyn Distillery and visitor centre building and south is remnants of the forms Hafod Coppers Works. Given the size of the site the boundaries are extensive.



Figure 1 - Site Location Plan

- 4.4 There are a range of public right of way routes which run across Kilvey Hill providing access.
- 4.5 With regards the existing accesses to the site the Landore Park and Ride facility can be accessed via the A4217 off a roundabout. Pedestrian access is also available via the footpaths either side of the highway.
- 4.6 In terms of Kilvey Hill there is no vehicular access to the top of the hill although it is noted that cars can partially drive up the hill via the access off Brokesby Road / Llanerch Road. There is informal parking available where footpaths can then be used to the top of the hill.

5. PROJECT DESCRIPTION

- 5.1 The site boundaries are shown in Figure 1 of this NTS.

The full description of the planning application is below:

- 5.2 'New leisure development comprising gondola stations with gondola and associated infrastructure, multi purpose visitor building including the sale of food and drink with associated outside seating and hardstanding, together with luge tracks, chairlift, swingswing, mountain bike trails, access routes, zipline and supporting infrastructure, ancillary buildings for staff and maintenance, ground profiling works, landscaping, temporary construction access and compound, drainage works, plant, highway works, demolition of park and ride terminal and associated works'

- 5.3 Fully detailed plans have been prepared which identify the scope of particular aspects of the development and are contained in the Design and Access Statement that accompanies this planning application.
- 5.4 Various surveys and technical studies have informed the plans and in turn a Masterplan has been produced.



Figure 2 - Masterplan

- 5.5 The following activities and main buildings will be delivered across the project:
- 8-seater detachable gondola, c. 22 cabins initially transporting 700 persons per hour (pph) and final capacity of 1,800 pph, 1,352m in length.
 - 4-seater fixed grip chairlift with c. 85 chairs initially transporting 1,200 pph and final capacity of 1,600pph, 484m in length. This is used to transport luge cart and people using the Luge
 - 2 x Luge tracks and a linking track totalling 1,664m of riding experience.
 - 2 x line zipline system of approx. 680m will be created to allow families and friends to ride together.
 - A Sky Swing with a 5-person capsule of approx. 50m in height and a max speed of 100km/h, this will be very similar to the Sky Swing in Rotorua, New Zealand.
 - A 400m² multi-purpose building with permanent Food & Beverage (F&B) hall with an adjacent linked external stalls area and an area where local Food Truck & stall owners/operators will have the opportunity to set-up trucks/stalls to sell their produce. A roof top seating area will also be provided.
 - Approx. 20km of MTB trails ranging from kids friendly to intermediate trails. MTB riders and bikes will be transported to the top of the Kilvey Hill via the gondola. Cycle shelter & parking

facilities will be provided as part of the proposals, both around the bottom station and at the top of the hill.

6.0 LANDSCAPE AND VISUAL IMPACT

- 6.1 This chapter of the ES assesses the likely significant effects of the Proposed Development, as described in Chapter 7 of this Environmental Statement, in terms of landscape and visual amenity and incorporates a summary of the Landscape and Visual Impact Assessment Baseline provided in full at Technical Appendix 7.1
- 6.2 The Environmental Dimension Partnership (EDP) has assessed the likely significant effects of the Proposed Development on the landscape and visual receptors. The assessment includes a review of the baseline conditions at the EIA site and surroundings, the likely significant landscape and visual effects, the mitigation measures required to prevent, reduce or offset any significant adverse effects and the likely residual effects after these measures have been employed.
- 6.3 The site contains designations within its red line boundary, namely Open Access Land (OAL) and Public Rights of Way (PRoW). It features within several landscape character areas as identified within LANDMAP, a government platform used to define the general characteristics of different landscape areas in Wales. The key characteristics identified to be relevant and true to the site and EDP's assessment were;
- The strong river corridors that provide a green network from southern areas of recreation, up towards the Liberty Stadium;
 - Some pleasing views towards the south from Kilvey Hill, though Port Talbot Steelworks is a slight detractor within those views;
 - Dense urban development upon hillsides, particularly to the south of Kilvey Hill are present; and
 - Many sprawling residential and commercial developments are seen from Kilvey Hill, given its elevation in the landscape. Much of this lacks any real pattern or sense of place.
- 6.4 As well as similarities identified by LANDMAP's assessment, the site also differed from those adjacent character area descriptions. The first being the limited acknowledgement of the post-industrial and often neglected areas of the nearby city edges and the influence of these on the experience of the landscape. Another defining difference is the lack of acknowledgement with regards to the site/hill's cultural connections. LANDMAP identifies little by way of these, however from site visits and desktop research (as described within EDP's Site Assessment below), it is clear that Kilvey Hill in particular forms a key place for local communities to engage in a variety of activities.
- 6.5 The site's topographic context, being a generally exposed hillside, is a key attribute, within this otherwise dense and urban part of South Wales. Its rural character, whilst being so close to Swansea City, offers its users a sense of escapism, which is otherwise difficult to experience within the area. Key elements to note on the hill are the existing satellite towers at its summit, and the adjacent Cairn Nicholas solar farm to the immediate east.
- 6.6 In visual terms, the site as a whole, sits elevated within the landscape. It is visible from a variety of different points within Swansea, to the north, south and west of the site. Views from the east are somewhat limited by rolling landform/topography. Expansive views towards the Bristol Channel appear when at the hilltop or on the southern face of Kilvey Hill. Elsewhere, the coniferous woodland offers enclosure to most using the recreational routes on-site. Areas

of grassland create more open expanses, particularly to the west of the application site.

- 6.7 In accordance with best practice, the landscape and visual assessment has been undertaken in line with the 'Guidelines for Landscape and Visual Impact Assessment – Third Edition (LI/IEMA, 2013)' (GLVIA3) as relevant to EIA schemes.

Mitigation

- 6.8 EDP's advice, provided from the outset of the design process from a landscape, arboricultural and ecological perspective, has been to avoid the higher value areas of the site and focus direct development impacts on the lower value areas. This has resulted in minimising the incursion of the proposals into the more open (and more valuable in biodiversity terms) grassland and heathland areas and focusing features such as the luge tracks into the woodland fringes where retained trees can screen and filter the proposals.

- 6.9 The visibility of some features in certain views cannot be avoided; indeed, it is not considered appropriate to try and screen/hide a tourism facility such as that proposed which is seeking to attract visitors from beyond the immediate area. Equally, given the nature of the proposals, as well as the inherent benefits of the site, it is important that views out of the site are protected, allowing an overall significant increase in the proportion of the public able to visit the site and enjoy this visual resource. On this basis, a careful balance has been struck in positioning features such as the cable car/gondola, the restaurant and the sky swing, to reduce their overall visibility while still allowing views from them over Swansea Bay, appropriately celebrating this valued landscape.

- 6.10 The proposals include for mitigation planting through a high quality, carefully considered landscape proposal. It includes replanting of disturbed areas with a range of native species, contributing to the overall enhancement of the site's landscape through the inclusion of higher value specimens/habitats than those which are lost (e.g., replacing removed poor quality coniferous plantation woodland with mixed broad-leaved woodland and additional heath planting). Buildings and structures forming part of the proposals will also be subject to structural and ornamental planting to assist in softening their appearance and filtering/framing some views towards them.

- 6.11 As can be seen from the above points, the proposed development seeks to retain important tree specimens and avoid disturbance to valuable individuals or groups on the site where possible. The continuous dialogue throughout the design process has sought to ensure that impacts occur in the least valuable habitat types.

Impact Assessment and Significance of Residual Effects

Operational Stage

- 6.12 With the mitigation above in mind, the nett result has been assessed, taking into account the development and the measures to reduce the scheme's impact on the landscape and its users. In terms of likely effects on the landscape character, the assessment finds that while the character of the site itself would inevitably change as a result of introducing development of any kind to the hill, the **significant** effects arising from this change are limited to the application site only. The imposition of the proposed features will have a large impact on the feel of many areas within the site. The sky swing, luge track, gondola cabins, gondola top and bottom station will change the look and feel of Kilvey Hill in places. Wider effects on users outside of the site, although noted within the assessment, have not been deemed significant. The change to the landscape character will have limited consequences for those outside of the development area, and therefore has a lesser effect on these users.

With regards to likely effects on views and visual amenity, the assessment finds that there

- 6.13 are potentially significant effects on public rights of way users, in particular, those using PRoWs BO467, BO466 and BO473. These pathways intersect through the site and will experience significant effects, at points, along their routes. These effects may extend outside of the application boundary for short distances but will otherwise be limited to the site and extremely close by. This is largely driven by the routes' high sensitivity and the large geographical extent the proposals will affect in the available views.

- 6.14 In terms of other effects, users of the hill's Open Access Land are the only other receptor group predicted to experience significant effects. It is acknowledged that it is only users of OAL on-site that will experience significant effects. Changes to the visual amenity further afield, on OAL has been assessed as non-significant, due to the reduced magnitude of change.

Construction Stage

- 6.15 The construction phase is often the most disruptive stage of any project. Heavy vehicles are required for the movement of spoil and tree felling etc. The installation of some of the proposals' features (stanchions for example) across the site's less accessible areas (it's steep eastern face, again for example) may require specialist heavy machinery unique to this type of development. A large workforce will be required to access the site, creating additional local impact to the site, but also to local roads and accesses. Site fencing will need to be erected for safety purposes throughout the construction phase. This critically alters the accessibility of the site during the construction stage. These activities will have influence on the site's appearance and tranquillity, though these effects are temporary.

Night-time Effects

- 6.16 No additional significant night-time effects are anticipated to arise from the scheme, given the nature of the surrounding urban area which is already heavily lit. Night-time lighting does however extend the identified significant onsite and on-hill effects into the hours of darkness (during the operational hours of the scheme).

Summary

- 6.17 The appraisal acknowledges that any development that introduces a tourism attraction of this scale into an existing elevated and naturalistic hillside site will have an effect on its landscape character. The site is recognised to be sensitive in many aspects, especially in ecological and cultural terms. Although it is difficult for proposals to avoid any change to the hill in respect to these sensitivities, the proposals are sympathetic in their approach to retain and enhance accessibility, protect cultural/historic amenities on-site and provide long term enhanced management objectives for the habitats and wildlife of the hill.
- 6.18 The site is not considered of such quality, value or sensitivity to warrant protection from this change and, without development will see change anyway given the age and condition of its existing woodlands. These habitats are already in decline (and were planned for removal and replacement under NRW's stewardship) and self-seeded pines are also encroaching on the open grassland areas, threatening the future of those more valuable habitats also.
- 6.19 The outcome of the assessment concludes that no significant effects will arise beyond just the site and the hill. It is also rare and unlikely that significant effects do not occur locally, where major development is planned.
- 6.20 The proposals have been carefully considered to minimise the loss of valuable habitats on site and include proposals for replanting to soften the effects the changes and mitigate the biodiversity effects. Over time, the scheme offers an opportunity to deliver significant enhancement in this regard through a gradual conversion of the poor-quality non-native

coniferous woodland into a more appropriate broad-leaved native mix. Furthermore, management of the onsite grasslands will also be enhanced, stopping the ongoing spread of self-seeded woodland and enhancing this habitat for its resident wildlife. If it is possible to deliver a similar level of management and enhancement to the wider Kilvey Hill woodland/grassland through a 'Whole Hill' management approach delivered by Skyline, the Council and local community groups then this should be wholeheartedly pursued, though lies outside the bounds of this current planning application and this assessment.

- 6.21 At present, it is clear that those people who use and enjoy the site in its current condition cherish its landscape character and the views which it offers to the wider landscape. However, it has to be acknowledged that this is a relatively small cohort of mostly local people to the site.
- 6.22 The Skyline proposals offer an opportunity to open up access to the site to a significantly greater number of people, extending its appreciation and the enjoyment of its landscape character and the views it offers over the city and the bay to all its future users, including those who would presently find it inaccessible. This is considered to be a significant benefit in landscape and visual terms and tempers the overall balance of effects in favour of the proposals.

7.0 CUMULATIVE IMPACTS

- 7.1 Cumulative impacts have been considered within the ES. The impacts considered include potential effects within this proposed development and also the potential effects of this proposal when combined with existing and/or approved projects. For robustness, other proposed strategic allocations have been addressed cumulatively where appropriate. It is concluded that with appropriate mitigation / measures which will be implemented as part of this proposed development there are no unacceptable cumulative impacts.

8.0 SUMMARY

- 8.1 The Development has been subject to a thorough analysis of environmental constraints and opportunities and as the process evolved, measures have been incorporated into the proposals to avoid, reduce or offset environmental effects. Where this has not been possible, further mitigation measures have been proposed.
- 8.2 In conclusion, the ES has identified that the Development:
- Will provide the delivery of a world class tourism facility;
 - Ecological and landscape enhancements;
 - The integration of drainage with landscape, ecology and amenity features;
 - Offer an opportunity to open up access to the site to a significantly greater number of people;
 - Job creation both direct and indirect
- 8.3 The appraisal acknowledges that any development that introduces a tourism attraction of this scale into an existing elevated and naturalistic hillside site will have an effect on its landscape character.

**Land at Kilvey Hill and
Landore Park & Ride Facility,
Swansea**

ENVIRONMENTAL STATEMENT

**VOLUME 2
CONTENTS**

CONTENTS

- Chapter 1: Introduction
- Chapter 2: The EIA Process
- Chapter 3: Cumulative Impact
- Chapter 4: Site Context
- Chapter 5: Project Description
- Chapter 6: Planning Policy
- Chapter 7: Landscape & Visual
- Chapter 8: Summary and Conclusions

**Land at Kilvey Hill and
Landore Park & Ride Facility,
Swansea**

ENVIRONMENTAL STATEMENT

**VOLUME 2
CHAPTER 1: INTRODUCTION**

1. INTRODUCTION

FOREWORD

- 1.1.1 This Environmental Statement has been prepared on behalf of Skyline Swansea to accompany a full planning application submitted to The City and County of Swansea Council (CCS) in respect of a proposed leisure / tourism development and associated infrastructure works. The planning application description is as follows:

'New leisure development comprising gondola stations with gondola and associated infrastructure, multi purpose visitor building including the sale of food and drink with associated outside seating and hardstanding, together with luge tracks, chairlift, skyswing, mountain bike trails, access routes, zipline and supporting infrastructure, ancillary buildings for staff and maintenance, ground profiling works, landscaping, temporary construction access and compound, drainage works, plant, highway works, demolition of park and ride terminal and associated works.'

Screening Opinion

- 1.1.2 A screening opinion was submitted to the LPA on 22nd December 2022 with a response received on the 3rd February 2023, ref. 2022/2986/SCR. The response confirmed that an Environmental Impact Assessment **is** required. A copy of the Council's Screening Opinion is provided at Volume 3, Appendix 1.1
- 1.1.3 This Environmental Statement has been prepared in accordance with The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017. It summarises the findings of the Environmental Impact Assessment (EIA) for the construction and operation of the proposed development, which has been deemed as necessary for the extent of the proposed development that is the subject of this full planning application.

Scoping Opinion

- 1.2 Whilst no formal Scoping Opinion request has been submitted the Screening Opinion is detailed and provides sufficient guidance to base the content of the ES on.

ENVIRONMENTAL STATEMENT

- 1.3 This Environmental Statement reports the Environmental Impact Assessment for the site in accordance with Schedule 4 of the EIA Regulations 2017 and with reference to Welsh Office Circular 11/99 Environmental Impact Assessment.

The Purpose of the Environmental Impact Assessment

- 1.3.1 In broad terms, Environmental Impact Assessment (EIA) is the process of establishing the existing environmental (baseline) conditions and compiling, evaluating and presenting the significant environmental effects of the proposed development. The assessment is designed to assist in producing an environmentally sympathetic development. Recognising the potentially significant adverse environmental effects will lead to the early identification and incorporation of appropriate mitigation measures into the design of the development. These effects are considered during the construction and operation stages of the proposed

development. The main steps in the assessment procedure can be summarised as follows:

- Examination of the environmental character of the area and whether it is likely to be affected by the proposed development through baseline studies and surveys;
- Consider the possible interactions between the proposed development and the existing and future site conditions;
- Predict the possible effects, both beneficial and adverse, of the development on the environment;
- Propose design and operation modifications or other measures to avoid, minimise, mitigate or compensate effects or to enhance positive effects.

This ES sets out the findings of the EIA. It includes:

- A non-technical summary;
 - The results of the assessment for the development considered including the baseline environment, likely significant effects, mitigation measures and residual impacts;
- A summary of the beneficial and adverse effects of the proposed development

SCOPE AND CONTENT OF THE EIA

- 1.4 Scoping is the process of identifying the likely significant effects that should be considered in the Environmental Impact Assessment. These issues may arise during construction (which includes demolition) and eventual operation of a development. As part of the scoping process, assessment methods were identified and consultations were carried out to confirm the approach to be taken.
- 1.4.1 The scope for the EIA was developed following a Screening Response from The City and County of Swansea Council (Volume 3, Appendix 1.1 refers).
- 1.4.2 The key issues identified by the Local Planning Authority and which are included in the content of this Environmental Statement, are as follows:
- Landscape and Visual Impacts
- 1.4.3 In addition to the issues identified by the LPA the following matters will be dedicated a chapter of ES:
- Planning Policy Context
 - Cumulative Impact
- 1.4.4 Schedule 4 of the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 sets out the information to be included in an Environmental Impact Assessment. The Directive and Regulations require that an Environmental Statement should include at least the following:
- *A description of the development;*
 - *A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale)*
 - *A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge;*

- A description of the factors specified in Regulation 4(2) likely to be significantly affected by the development;
- A description of the likely significant effects of the development on the environment.
- A description of the measures envisaged to avoid, prevent, reduce or if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements.
- A description of the expected significant adverse effects of the development on the environment deriving from the vulnerability of the development to risks of major accidents and/ or disasters which are relevant to the project concerned.
- A non-technical summary; and,
- A reference list detailing the sources used for the descriptions and assessments included in the environmental statement.

CUMULATIVE IMPACTS

- 1.5 The impacts from a single development may not be significant on their own but when combined with the effect of other past, present and future development could collectively become significant.

The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017, Schedule 4, Paragraph 5 states: A description of the likely significant effects of the development on the environment. This description of the likely significant effects of the development on the environment must include 'direct, indirect, secondary, cumulative, transboundary, short, medium and long-term, permanent and temporary, positive and negative' effects of the proposed development on the environment, resulting from.

- a) *The existence of the development;*
- b) *The use of natural resources;*
- c) *The emission of pollutants, the creation of nuisances and the elimination of waste*
- d) *The risks to human health, cultural heritage or the environment;*
- e) *The impact of the project on climate and the vulnerability of the project on climate change; and,*
- f) *The technologies and the substances used.*

and the description by the applicant or appellant of the forecasting methods used to assess the effects on the environment.

- 1.5.1 In order to meet the requirements of the regulations the Environmental Statement has considered and assessed the cumulative impacts of the proposed development with any relevant past, present and future projects within the surrounding area and this detail is contained within Chapter 3: Cumulative Impacts and where relevant individual topic chapters of this Environmental Statement.

THE STRUCTURE OF THE ENVIRONMENTAL STATEMENT

- 1.6 The assessment described in this Environmental Statement (ES) relates to the design of the scheme as it stands in May 2021. The ES is published in three volumes:
- Volume 1: Non-Technical Summary
 - Volume 2: Written Statement; and

- Volume 3: Appendices to Written Statement

- 1.6.1 A summary of the Environmental Statement is provided in Volume 1 – Non-Technical Summary. Using non-technical language, this provides a summary of the proposed development, the main likely environmental effects, the proposed mitigation measures and the predicted residual effects of the proposed development.
- 1.6.2 Volume 2 contains preliminary chapters and technical chapters for all issues addressed in the EIA, with Volume 3 providing the appendices referenced in Volume 2.
- 1.6.3 The following table displays the structure of the ES including all the relevant volumes:

Table 1-1: EIA Structure

Volume 1

- **Non-Technical Summary (NTS)**

Volume 2

- **Written Statement**

Chapter No.	Title
Chapter 1	Introduction
Chapter 2	The EIA Process
Chapter 3	Cumulative Impacts
Chapter 4	Site Context
Chapter 5	Project Description
Chapter 6	Planning Policy
Chapter 7	Landscape and Visual Impact
Chapter 8	Summary & Conclusions

Volume 3

- **Figures and Appendices to Written Statement**

THE CONSULTANT TEAM

- 1.6.4 The Environmental Impact Assessment will be managed by Asbri Planning Ltd, with the assistance and guidance of the following:
- EDP who undertook the Landscape and Visual Impact (Chapter 7) Assessment;
- 1.6.5 In accordance with Regulation 17 (4)(b) of the 2017 Regulations a statement describing the competency of those who prepared the Environmental Statement is provided at Volume 3, Appendix 1.2).
- 1.6.6 A hard copy of the ES, figures and appendices can be purchased for £50 each. A hard copy of the NTS can be purchased for £5 each. An electronic copy of the full ES can be purchased on CD for £5 each. All documents are available from:

Asbri Planning
Unit 9, Oak Tree Court
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Once the planning application is submitted, the ES can be viewed online at [Simple Search \(swansea.gov.uk\)](https://www.swansea.gov.uk/simple-search) and for public viewing at the Council. Please note that the Council should be contacted ahead of any visit to confirm visiting arrangements onsite

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**Land at Kilvey Hill and
Landore Park & Ride Facility,
Swansea**

ENVIRONMENTAL STATEMENT

**VOLUME 2
CHAPTER 2: THE EIA PROCESS**

2.0 THE EIA PROCESS

INTRODUCTION

- 2.1 This chapter explains the main stages in the Environmental Impact Assessment (EIA) process, the approach followed to complete the EIA, including the legal requirements and other guidance underpinning the EIA process and the proposed approach to assessing impacts.

LEGISLATION

- 2.2.1 In the UK, EIAs have been undertaken for certain major developments since the implementation of the European Council Directive on Environmental Assessment in 1985. The Directive was subsequently amended in 1997, 2003 and 2009 before being codified under Directive 2011/92/EU of 13th December 2011.
- 2.2.2 The EIA Directive was further amended by Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment ("the 2014 EIA Directive").
- 2.2.3 Broadly, the intention of the 2014 EIA Directive is to:
- Clarify and strengthen the screening process, in particular by specifying the content of the screening decision;
 - Strengthen the quality of the Environmental Statement (ES) related elements of the EIA Directive by:
 - Requiring it to be based on the scoping decision where there is one;
 - Expanding the required content;
 - Requiring it to include information on new environmental challenges (such as climate change);
 - Enhance policy coherence and synergies with other EU/international law and simplify procedures by:
 - Co-ordinating certain environmental assessments;
 - Specifying timeframes for the various stages of the EIA process.
- 2.2.4 In Wales, the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2016 ("the EIA Regulations – now 2017 see below") transpose Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment ("the EIA Directive") in relation to development under the Town and Country Planning Act 1990.
- 2.2.5 Following a consultation period which ended in February 2017, the Welsh Government has subsequently brought into force the change in Regulations (16th May 2017) to:
- implement European Directive 2014/52/EU on environmental impact assessment
 - amend legislation relating to third party screening requests
 - amend the time period for providing scoping opinions
 - make specific provision in the EIA regulations for consents under section 141 of the Town and Country Planning Act 1990 - Action by Welsh Ministers in relation to a purchase notice.

- 2.2.6 The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 (“the 2017 Regulations”) incorporating these changes have therefore replaced Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2016 (“the 2016 Regulations”). Following the UKs departure from the European Union the UK Government has confirmed that the process associated with EIA development will remain unchanged and as such the EIA Regulations 2017 will still apply.

THE EIA PROCESS

Main Stages and Guidance

- 2.3 Guidance on how the Regulations are applied in Wales remains within Welsh Office Circular 11/99 Environmental Impact Assessment (EIA). The relationship between a proposed development and its location is a crucial consideration. For any given development proposal, the more sensitive the location, the more likely that the effects will be significant and will require EIA. All developments within environmentally sensitive areas, must be screened for the need for EIA.
- 2.3.1 The main steps in the assessment procedure leading up to the publication of the ES are as follows:-
- Screening;
 - Scoping;
 - Description of the project/development;
 - Complete detailed baseline surveys;
 - Identification of potential environmental impacts;
 - Prediction of impacts;
 - Evaluation and assessment of significance;
 - Identification of mitigation measures and modifications to the design;
 - Identification of residual impacts and cumulative impacts; and
 - Presentation of results of the EIA in the ES (up to 16 week decision period).
- 2.3.2 Key stages in the process can be summarised as follows:-
- Identify relevant natural and man-made processes that may change the character of the site;
 - Consider the possible interactions between the proposed development and both existing and future site conditions;
 - Using the initial designs of the development, predict the possible environmental effects of construction and operation, both direct and indirect;
 - Recommendations can then be made to avoid, minimise or mitigate adverse effects and enhance positive effects. Alterations to the design can then be reassessed and the effectiveness of mitigation proposals determined; and
 - Any uncertainties inherent in the methods used, impact predictions made and conclusions drawn would be identified during the course of the assessment process.
- 2.3.3 The EIA has been undertaken, and the ES prepared, taking into account UK Environmental Legislation and guidance, including the published ‘Environmental Impact Assessment: A Guide to Good Practice and Procedures’ and The Institute of Environmental Management and Assessment (IEMA) ‘Guidelines for Environmental

Impact Assessment (2004)'. The ES has also had due reference to specific discipline guidance as set out in each technical chapter and has also been informed by the experience and professional judgement of the design team.

Approach to the Assessment of Impacts

2.3.4 The determination of the significance of the impacts arising from the proposed development is a key stage in the EIA process. It is this judgement that is crucial to informing the decision-making process. However, defining what is significant is not a simple task. The following criteria have been used (where appropriate to the issue being addressed) in the EIA to inform the assessment of the significance of an impact:

- Type of impact;
- Extent and magnitude of impact;
- Duration of impact (short term/long term);
- Sensitivity of receptor;
- Comparison with legal requirements, policies and standards;
- Comparison with applicable environmental thresholds; and
- Effectiveness of mitigation.

2.3.5 It should be noted that the residual significance of impacts is assessed taking into account mitigation (including pre-mitigation and post-mitigation), i.e. the assessment applies to the residual impacts. A residual impact is any impact that would remain following the implementation of proposed mitigation measures.

2.3.6 Unless specifically indicated in the methodologies to the following technical chapters, the significance of the impacts arising from the proposed development have been categorised throughout the ES using a seven-point scale, as follows:

- Negligible;
- Minor (adverse);
- Minor (beneficial);
- Moderate (adverse);
- Moderate (beneficial);
- Major (adverse); and,
- Major (beneficial).

2.3.7 Impacts are assessed for all phases of the development. Construction impacts are considered to be temporary, short term impacts which occur during the construction phase only. Permanent impacts are those long term effects which would occur as a result of the proposed development once it is in operation. Direct impacts can include effects which are as a direct result of the scheme on a receptor. Indirect impacts are also relevant and can include effects off site as a result of a pathway to that receptor. These effects can also be considered as short term, long term, temporary or permanent impacts.

CUMULATIVE IMPACTS

2.3.8 Schedule 4 of the Town and Country Planning (EIA) Regulations 2017 emphasises the need for the consideration of cumulative effects at a project level. Schedule 4 details the information for inclusion in Environmental Statements. This includes the following:-

4. A description of the likely significant effects of the development on the environment, which should cover the direct effects and any indirect, secondary, cumulative, transboundary, short, medium and long-term, permanent and temporary, positive and negative effects of the development

- 2.3.9 Cumulative impacts are best described as *'impacts that result from incremental changes caused by other past, present or reasonably foreseeable actions together with the project' (IEMA)*. Significantly, the proximity of development (past, present or planned) to a particular project does not always provide the criteria for inclusion in an assessment of cumulative impact. What should be borne in mind is whether the other development affects the resources which would be affected by the project. If this is not the case then it will not be necessary to include it in the assessment.
- 2.3.10 The results of the assessment of cumulative impacts need to be reported in the ES by integrating the assessment into each topic section. The findings appear under clearly identifiable sub-sections in each technical chapter. A methodology to cumulative impacts is included in Chapter 3 of this ES.

**Land at Kilvey Hill and
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CHAPTER 3: CUMULATIVE IMPACT METHODOLOGY

CUMULATIVE IMPACT METHODOLOGY

3.1 INTRODUCTION

- 3.1.1 The ES includes a detailed assessed of cumulative impacts arising from other operational, approved, or in-planning schemes in the area surrounding the Application Site. This chapter provides further information on the extent of projects which are to be considered as part of the cumulative impact assessment.

3.2 LEGISLATION

- 3.2.1 The requirement for cumulative assessment is outlined in Schedule 4 of Town and Country Planning (EIA) Regulations 2017 which emphasises the need for the consideration of the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources.
- 3.2.2 Cumulative impacts are best described as *'impacts that result from incremental changes caused by other past, present or reasonably foreseeable actions together with the project' (IEMA)*.
- 3.2.3 The results of the assessment of cumulative impacts are reported in the ES by integrating the assessment into each topic section. The findings appear under clearly identifiable sub-sections in each technical chapter.

3.3 IDENTIFICATION OF SITES

- 3.3.1 The identification of sites for the purposes of consideration as part of the cumulative assessment draws upon information gathered during the consultation process.
- 3.3.2 Consultation with the Local Planning Authority identified the need to consider the following developments:
- SD J: Swansea Central Area
 - SD K: Fabian Way Corridor
 - SD L: Tawe Riverside and Hafod Morfa Copperworks
 - Proposed solar farm at Tir John Landfill
 - Existing solar farm at Carn Nicholas Farm
 - Non-strategic housing sites within the Bonymaen and St Thomas wards
 - H1.5 Land at Upper Bank, Nantong Way, Landore
 - H1.6 Land at Jersey Road opposite numbers 16-38, Pentrechwyth
 - H1.8 Land at Ty Draw Road and Llanerch Road, Bonymaen
 - H1.18 Land at David Williams Terrace, Port Tennant
- 3.3.3 In addition to consultation with the LPA, information has been gathered from the public domain in relation to other developments proposed within the area.
- 3.3.8 The complete list of projects to be considered as part of the cumulative assessment are listed in Table 3.1 below.

Cumulative Projects Strategic Allocations and Applications within Strategic Boundaries				
Map Ref.	LPA Planning Reference	Site	Status	Link to Application Docs
	-	SD J: Swansea Central Area	On going strategic allocation – key applications below.	-
The LDP annual monitoring report 2021 – 22 confirms the following update: A number of significant regeneration developments have been permitted and some implemented within the Swansea Central Area as reported in previous AMR's. The transformational Copr Bay Arena was completed during 2021-2022. In addition a number of significant applications were determined. The schemes as set out in indicator 56 include the provision of significant new employment B1 floorspace, a new Community Hub for the Council providing library, archives, café, community services, staff office and flexible co working space to support regeneration of the city centre. In addition, permission has been granted for a unique indoor bouldering/climbing facility at Parc Tawe which will contribute to objectives within SD J to enhance the Retail Park and to attract visitors and investment into the Swansea Central Area.				
A	2019/0980/S73	Former St Davids Centre And Other Land North And South Of Oystermouth Road Swansea	Planning Permission Approved 05/05/2019 (Operational)	Swansea Council (planning-register.co.uk)
B	2019/1373/RES	Former St Davids Centre And Other Land North And South Of Oystermouth Road Swansea	Planning Permission Approved 13/09/19 (Operational)	Swansea Council (planning-register.co.uk)
C	2021/1415/FUL	Ty Nant 180 High Street City Centre Swansea SA1 1NL	Planning Permission Approved 18/08/21 (Under Construction)	Swansea Council (planning-register.co.uk)
D	2021/0867/FUL	The Strand Swansea SA1 1SP	Planning Permission Approved 27/04/22 (Awaiting Construction)	Swansea Council (planning-register.co.uk)

	-	SD K: Fabian Way Corridor	On going strategic allocation – key applications below.	-
The LDP annual monitoring report 2021 – 22 confirms the following update: Whilst no applications were permitted during 2021-2022 within SD K a Reserved Matters application is being considered (ref 2022/0954/RES) on Plots Pc And Pj SA1 for the development of the UWTSD Innovation Matrix Building (mixed Business B1 / Education D1 with ancillary A3) seeking approval of the details for a new education (use class D1) and business (use class B1) building to be constructed to the west of the UWTSD's Faculty of Architecture, Computing and Engineering (FACE) & Technology Building (now known as the IQ Building) and north of the Library (Y Fforwm) facing Kings Road.				
E	2022/0954/RES	Plots Pc And Pj Land South Of Fabian Way And East Of River Tawe Swansea	Planning Permission Approved subj to S106 17/03/23	Swansea Council (planning-register.co.uk)
F	2022/1109/RES	Plot D5b Land South Of Fabian Way And East Of River Tawe Swansea	Awaiting decision.	Swansea Council (planning-register.co.uk)
G	2022/1137/RES	Plot D9b Swansea Waterfront SA1 8RD	Being considered.	Swansea Council (planning-register.co.uk)
H	2022/1134/RES	Plot E7 And E8 Swansea Waterfront Swansea SA1 8RD	Being considered.	Swansea Council (planning-register.co.uk)
I	2018/0951/S73	Plot A1 Kings Road Swansea Docks Swansea	Planning Permission Approved 31/012020 (Under Construction)	Swansea Council (planning-register.co.uk)
J	2023/0357/OUT	Site B3 Riverside Wharf Swansea Waterfront Swansea SA1 8AW	Being considered.	Swansea Council (planning-register.co.uk)
K	2019/1543/S73	Plot B3 Riverside Wharf Swansea	Planning Permission Approved 05/09/19	Swansea Council (planning-register.co.uk)

		Waterfront Swansea SA1 8PP	(New outline application ref. above)	register.co.uk
	-	SD L: Tawe Riverside and Hafod Morfa Copperworks	On going strategic allocation	-
The LDP annual monitoring report 2021 – 22 confirms the following update: As reported in AMR 2 during 2020-21 Listed Building consent was granted for the stabilisation of the Laboratory building (a Grade II Listed Building) on the site, insertion of new floors, staircase and new roof structure as part of placemaking principles for this site to include a mixed use heritage led project including restoration and reuse of historic buildings. It is expected that once renovated the Laboratory can potentially occupy an A3 type restaurant/cafe. During 2021/2022 consent was granted for the change of use of the building to mixed use Classes A1, A2 A3 and new car parking to provide a heritage led regeneration project. This will support the heritage led regeneration of this site in accordance with SD L.				
L	2022/1850/S73	Hafod & Morfa Copperworks Neath Road Hafod Swansea SA1 2HN	Planning Permission Approved 21/12/2022 (Under Construction)	Swansea Council (planning- register.co.uk)

Cumulative Projects Applications and Housing Allocations in the Area of the Site				
Map Ref.	LPA Planning Reference	Site	Status	Link to Application Docs
M	2020/0173/FUL	Carn Nicholas Farm Track From Brokesby Road Bonymaen Swansea SA1 7BL	Planning Permission Approved 05/05/2020 (Operational)	Swansea Council (planning- register.co.uk)
N	2022/1907/FUL	Land At Tir John Landfill St Thomas Swansea	Planning Permission Approved 13/06/23.	Swansea Council (planning- register.co.uk)
O	2020/0097/FUL	Land North Of Jockey Street Swansea SA1 1NS	Planning Permission Approved 03/04/23 (Awaiting Construction?)	Swansea Council (planning- register.co.uk)
P	-	H1.6 Land at Jersey Road opposite numbers 16- 38, Pentrechwyth	Housing allocation for 20 homes. The AMR indicated 20 homes to be developed by 2024/25.	

			No current applications or permissions.	
Q	-	H1.5 Land at Upper Bank, Nantong Way, Landore	Housing allocation for 131 homes / part commitment. The AMR identifies houses which have been built over recent years: 2017/18: 35 homes; 2018/19: 32 homes; 2019/20: 19 homes; 2020/21: 35 homes; 2021/22: 56 homes; 2022/23: 14 homes It is noted that the housing is being delivered in phases and there are a range of previous approvals. The most recent: 2021/0944/FUL 30 residential apartments. Approved 20/12/22. 2022/1031/S73 Awaiting decision.	
R	-	H1.8 Land at Ty Draw Road and Llanerch Road, Bonymaen	Housing allocation for 55 homes. No current applications or permissions. The AMR indicates homes to be developed by 2025.	
S	-	H1.18 Land at David Williams Terrace, Port Tennant	Housing allocation for 15 homes. No current applications or permissions. The AMR indicates homes to be developed by 2025	

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CHAPTER 4: SITE CONTEXT**

4.0 SITE CONTEXT

INTRODUCTION

- 4.1.1 This chapter provides an overview of the site context, in particular the site location and site description, which is used to inform the detailed technical assessment in future chapters.

SITE LOCATION AND SURROUNDINGS

- 4.1.2 The application site predominantly Kilvey Hill this is where the majority of the leisure uses are proposed to be located whilst the Landore Park and Ride Facility would comprise the Gondola Station and associated car parking areas. The Gondola would elevate from the park and ride area up to Kilvey Hill crossing over the River Tawe, A4217 and Pentre Chwyth Road before moving up Kilvey Hill.
- 4.1.3 The car parking area is predominantly characterised by a variety of built form including light industrial uses to the east, the Swansea.com Stadium to the north, newly developed Penderyn Distillery and visitor centre building and south is remnants of the forms Hafod Coppers Works. Given the site of the site the boundaries are extensive.
- 4.1.4 Kilvey Hill has a range of environments with areas of trees, open land and public rights of way throughout. At the top of the hill is a mix of communication infrastructure comprising masts and a collection of buildings of varying sizes. There is also a feature known as the quakers seat which is a stone created monument at the top of the hill.
- 4.1.5 ***Flooding***
The NRW Development Advice Map shows that the area of the site to the north of the river comprising the existing park and ride car park is partly Zone B areas known to have flooded in the past and partly Zone C2 without significant flood defence infrastructure. The area to the south of the river comprising Kilvey Hill is not at risk of flooding.
- 4.1.6 The NRW Flood Map for Planning shows a similar context. The car park area has a mix of zone 2 and 3 for river and sea flooding. With areas of surface water and small water course flooding. Kilvey Hill is not at risk of flooding.
- 4.1.7 ***Coal Legacy***
The Coal Authority interactive mapping shows there is potential for areas of development high risk to cross areas of the site.
- 4.1.8 ***Heritage***
The Cadw mapping demonstrates there are no historic assets within the Kilvey Hill area of the site. There is a nearby SAM to the east Earthwork on Kilvey Hill and west White Rock Copper Works. There are a number of listed building to the west of the park and ride area including:
- Grade II - Pier to former waste tip tramroad and adjoining boundary wall;
 - Grade II - Copper slag abutment to former waste tip tramroad;
 - Grade II - Museum Stores, formerly Morfa Copperworks rolling mill;
 - Grade II - Canteen Building at the Former Yorkshire Imperial Metalworks

ACCESS AND MOVEMENT

- 4.1.9 With regards the existing accesses to the site the Landorem Park and Ride facility can be accessed via the A4217 off a roundabout. Pedestrian access is also available via the footpaths either side of the highway.
- 4.1.10 In terms of Kilvey Hill there is no vehicular access to the top of the hill although it is noted that a car can partially drive up the hill via the access off Brokesby Road / Llanerch Road. There is informal parking available where footpaths can then be used to the top of the hill.
- 4.1.11 There are a range of public right of way routes which run across Kilvey Hill providing access on foot.
- 4.1.12 In terms of cycling national cycle route no. 43 runs along the eastern side of the River Tawe connecting Swansea to Coelbren. This has the potential to provide access to the Landore Park and Ride and wider national routes. Alongside the national routes there is a range of local cycle way routes which are demonstrated on the Swansea Bay Cycle Map. This includes vehicle free routes and suggested on road routes.
- 4.1.13 In terms of cycling national cycle route no. 43 runs along the eastern side of the River Tawe connecting Swansea to Coelbren. This has the potential to provide access to the Landore Park and Ride and wider national routes. Alongside the national routes there is a range of local cycle way routes which are demonstrated on the Swansea Bay Cycle Map. This includes vehicle free routes and suggested on road routes.
- 4.1.14 Swansea Train Station sits approximately 2km to the south of Landore Park and Ride which is an approximate 25 minute walk. The station is approximately 2.5km to the top of Kilvey Hill.

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CHAPTER 5: PROJECT DESCRIPTION**

PROJECT DESCRIPTION

INTRODUCTION

- 5.1.1 The development comprises a full planning application for a new Leisure Development at Land at Kilvey Hill and Landore Park & Ride Facility, Swansea. description of development as presented to The City and County of Swansea Council as the local planning authority (LPA) on the application forms is as follows:

‘New leisure development comprising gondola stations with gondola and associated infrastructure, multi purpose visitor building including the sale of food and drink with associated outside seating and hardstanding, together with luge tracks, chairlift, skyswing, mountain bike trails, access routes, zipline and supporting infrastructure, ancillary buildings for staff and maintenance, ground profiling works, landscaping, temporary construction access and compound, drainage works, plant, highway works, demolition of park and ride terminal and associated works’

- 5.1.2 The plans referred to and included as part of the Planning Application, and which provide context for the Environmental Statement and represent the scheme proposed are as follows:

AAD Architects

- Site Masterplan
- Site Plan Bottom Station Area
- Site Plan Top Station Area and Luge Track
- Site Plan Gondola Lift
- Site Constraints Plan
- Site Restricted Area Fencing and Barriers
- Bottom Station Floor Plans
- Bottom Station Elevations
- Top Station Floor Plans
- Top Station Elevations
- Food Hall Floor Plans
- Food Hall Elevations
- Maintenance Workshop Floor Plans
- Maintenance Workshop Elevations
- MTB Floor Plans
- MTB Elevations
- Chair Lift Control Room Floor Plans
- Chair Lift Control Room Elevations
- Storage Building Floor Plans
- Storage Building Elevations
- Ziptrek Store Floor Plans
- Ziptrek Store Elevations
- Control Room Floor Plans
- Control Room Elevations
- Luge Track Start Area Canopy
- Luge Track Finish Area Canopy
- Site Section
- Skyswing Section
- Skyswing Position to Telco Signal

Ares

- Landscape Illustrative Masterplan(s)
- Landscape General Arrangement(s)
- Tree Removal and Retention Plan
- Vegetation Strategy
- Access and Circulation Plan(s)
- Artists Impressions
- Green Infrastructure Strategy
- Wayfinding and Signage Location Plan
- Artists Impressions
- Site Location Plan

5.1.3 In addition, the following documents accompany the application:

- Planning Statement
- Security Plan
- Operational Plan
- Design & Access Statement
- Ecology Survey Reports
- Arboricultural Baseline Note
- Arboricultural Impact Assessment
- Reptile Mitigation Strategy
- Landscape Visual Impact Assessment (LVIA)
- Verified Views
- Heritage Impact Assessment
- Archaeological Desk Based Assessment
- Green Infrastructure Strategy
- Woodland Management Plan
- Transport Assessment/Travel Plan
- SI/CMRA
- Noise Impact Assessment
- Air Quality Assessment
- Drainage Strategy
- Utilities Statement
- External Lighting Assessment
- LZCT Study
- Flood Consequences Assessment
- Tree Survey and Arb Impact Assessment
- Energy Assessment
- Construction Environmental Management Plan
- Pre-application Consultation Report
- Preliminary Risk Assessment

ALTERNATIVES

5.2 The alternatives considered are:

Option 1: Do nothing

The 'do nothing' option would involve not developing the site and therefore would not result in the delivery of the leisure development. The proposals have been

considered for a number of years this option would therefore result in extensive amounts of work being made redundant.

The Project will function in conjunction with the other local attractions, creating a new, unique destination and visitor experience in Swansea. The Skyline project is already embedded in the next iteration of the Swansea Bay's Destination Management Plan. It forms part of the masterplan for the Hafod/Morfa area to create new Leisure Destination. The do nothing option would therefore result in the council not achieving aims set out within vision documents and plans.

The 'do nothing' option was therefore discounted.

Option 2: Submit a full planning application for a new leisure development comprising gondola stations with gondola and associated infrastructure, multi purpose visitor building including the sale of food and drink with associated outside seating and hardstanding, together with luge tracks, chairlift, skyswing, mountain bike trails, access routes, zipline and supporting infrastructure, ancillary buildings for staff and maintenance, ground profiling works, landscaping, temporary construction access and compound, drainage works, plant, highway works, demolition of park and ride terminal and associated works.

During the development design changes have taken place to the redline which includes:

- General rationalisation at Landore Park and Ride Facility;
- Addition of the access track up to Brokeby Road / Llanerch Road;
- Addition of an area to be used for construction compound;
- Addition of mountain bike crossing point at the A4217;
- Rationalisation for areas likely to be required for ecological mitigation and enhancement;
- Addition of drainage links

- 5.2.1 Option 2 was considered to be the preferred alternative option. The proposals have been through extensive pre-application discussions with the council to ensure that it meets planning policy requirements. The development would assist in the delivery of the Swansea Bay's Destination Management Plan assist the Hafod/Morfa area to create new Leisure Destination.

VISION

- 5.3 The vision for the application site has been outlined in the Design and Access Statement. The vision for the site is that:

"Skyline Enterprises aspire to transform the area by providing increased access to Kilvey Hill and give people the opportunity to experience either a host of exciting adventure activities or to simply enjoy its inherent natural environment and its impressive views, which currently are somewhat inaccessible to many. The main arrival point for Skyline Swansea will be located at the Landore Park & Ride area at the site of the old Hafod & Morfa Copperworks where a base station to a gondola cableway will be positioned."

- 5.3.1 The gondola will transport people to the top of Kilvey Hill where the activities and F&B offering will be located. The following activities will be delivered across the project.

- 8-seater detachable gondola, c. 22 cabins initially transporting 700 pph and final capacity of 1,800 pph), 1,352m in length.
- 4-seater fixed grip chairlift with c. 85 chairs initially transporting 1,200 pph and final capacity of 1,600pph, 484m in length. This is used to transport luge cart and people using the Luge
- 2 x Luge tracks and a linking track totalling 1,664m of riding experience.
- 2 x line zipline system of approx. 680m will be created to allow families and friends to ride together.
- A Sky Swing with a 5-person capsule of approx. 50m in height and a max speed of 100km/h, this will be very similar to the Sky Swing in Rotorua, New Zealand.
- A 400m² multi-purpose building with permanent F&B hall with an adjacent linked external stalls area and an area where local Food Truck & stall owners/operators will have the opportunity to set-up trucks/stalls to sell their produce. A roof top seating area will also be provided.
- Approx. 20km of MTB trails ranging from kids friendly to intermediate trails. MTB riders and bikes will be transported to the top of the Kilvey Hill via the gondola. Cycle shelter & parking facilities will be provided as part of the proposals, both around the bottom station and at the top of the hill.

5.3.2 In addition to this, a comprehensive set of surveys and investigations were carried out to identify the opportunities and constraints at the Site. Surveys in relation to the following have informed the preparation of this ES and the planning application and have informed the final design of the scheme:

- Ecology
- Landscape and Visual
- Traffic and Transport
- Archaeology and Cultural Heritage
- Flooding and Drainage
- Noise
- Air Quality
- Arboriculture
- Ground Conditions
- Topography

5.3.3 Consultation has been undertaken as part of the statutory Pre-Application Consultation process. This process involves consultation with community, specialist and other consultees. A Pre-Application Consultation report is included in the submission and outlines how this consultation has been conducted in accordance with regulations and will seek where possible to address any concerns or amendments that may be required to the application submission.

LOCATION OF DEVELOPMENT

5.4 The application site predominantly Kilvey Hill this is where the majority of the leisure uses are proposed to be located whilst the Landore Park and Ride Facility would comprise the Gondola Station and associated car parking areas. The Gondola would elevate from the park and ride area up to Kilvey Hill crossing over the River Tawe, A4217 and Pentre Chwyth Road before moving up Kilvey Hill. Chapter 4: Site Context provides further detail regarding the application site.

5.4.1 The proposed leisure and tourism development will be located within the red line area identified on the site location plan which accompanies the planning application and which is appended in Volume 3, Appendix 4.1. The red application boundary area is **40.48 hectares** of land this includes the entirety of the redline including areas

required for ecological mitigation and enhancement. The extent of the works comprising buildings and engineering operations is **15.73 hectares**.

THE QUANTUM OF DEVELOPMENT

- 5.5 Planning permission is sought via a Full planning application for a new leisure development comprising gondola stations with gondola and associated infrastructure, multi purpose visitor building including the sale of food and drink with associated outside seating and hardstanding, together with luge tracks, chairlift, skyswing, mountain bike trails, access routes, zipline and supporting infrastructure, ancillary buildings for staff and maintenance, ground profiling works, landscaping, temporary construction access and compound, drainage works, plant, highway works, demolition of park and ride terminal and associated works. A full review of the proposals is contained within the comprehensive DAS.

Layout

- 5.6 The Kilvey Hill site is the most involved area of the proposal which includes the top station for the gondola and chair lift, Zipline, F&B offering, ancillary buildings as well as the downhill karting tracks themselves.
- 5.6.1 A build zone comprising steep slopes, planting and Sustainable Drainage Systems (SuDS) will be crossed with walking routes, public rights of way and bike trails, and finished with a native planting palette and a woodland aesthetic.
- 5.6.2 The top of Kilvey Hill will comprise the gondola and key buildings. As an experience, it will emphasise the existing panoramic views across Swansea and the bay and allow views of the multiple activities taking place to the North with offerings of play, food and various outdoor amenity spaces close at hand.
- 5.6.2 A new surfaced landscape will connect all the proposed buildings and landscape spaces allowing circulation between them and creates a new formalised 'terrace' on the edge of the hill.
- 5.6.3 The Landore Park & Ride will site the gondola bottom station that will take visitors up Kilvey Hill. A small area will be removed to construct the gondola bottom station, ticket office, service yard and associated landscape entrance spaces.

Gondola

- 5.7 An 8-seater detachable gondola system, with 22 cabins transporting 820 people per hour plus 178 MTBph and final capacity of 1,430 people per hour plus 306 MTBph, 1,535m in length will connect the two sites. Terminal stations will be located at both Landore Park & Ride and the top of Kilvey Hill. The buildings will be contemporary yet relatively simple in appearance.
- 5.7.1 Cabins attached to the main haul rope connected to eight towers will traverse over the river Tawe up to the top of Kilvey Hill. Gondola towers are spaced to minimize their number and result in relatively little intrusive impact being required to the landscape they are integrated within.
- 5.7.2 Towers will be sensitively illuminated at night. Separate MTB carriers and cabins will be provided to take bikes and riders to the top of the hill.

Food and Beverage

- 5.8 Set at the top of Kilvey Hill is a new food and beverage building which will be sensitively and discreetly integrated within the existing topography. The building will be accessible to all and located close to the top gondola station this will be orientated to ensure ease for visitor experience.
- 5.8.1 To achieve this a new viewing terrace extends south of the existing Quaker Seat at a comparative elevation to deliver panoramic viewpoints. A modest bar is positioned to the rear of the terrace with connection to the upper entrance area of the main food hall which sits directly below.
- 5.8.2 Stairs and a lift lead down to the main food hall, a large 300m² flexible space which can be divided into smaller areas. A glazed curved facade extends across the southern elevation at this level.
- 5.8.3 The building will offer all visitors a safe, comfortable and welcoming base to spend time at the top of the hill.

Luge

- 5.9 The luge is a gravity based set of tracks with karts that are used to travel down the hill. A 4-seat chairlift system is used to transport guests and luge carts back to the start.

Zipline

- 5.9.1 The trolley is motorized allowing for both uphill and downhill riding. The Zipline will be accessible to all and young children can ride with a responsible person. The circuit will be c. 1,000m in length and will pass over the Luge tracks. The system uses a regenerative battery to help lower energy use.

Skyswing

- 5.10 A five seated capsule is hoisted 50 metres above the ground before being released to create a giant swing.

Mountain Bike Trails

- 5.11 The Mountain Bike infrastructure will include:
- Gondola-assisted access for guests and their bikes.
 - An outdoor congregation/start area for bikers adjacent to the top station featuring picnic tables, a water outlet and space for a tool station.
 - Bike stands at the bottom station for guests to store their bikes while they purchase tickets or use bathroom facilities
 - MTB trails spanning from top gondola station to bottom station
 - Once at bottom station, MTB guests will enter a designated queue area. MTB customers will then be loaded into specific MTB gondola cabins for the journey back to top station

Access and Movement

- 5.12 Existing Public Rights of Way will be retained without the need for diversion of routes. New informal woodland paths will be created to ensure that movement through the site is not impeded.
- 5.12.1 Some temporary diversions will be required during construction. Enhanced routes - once complete the area at the top of Kilvey Hill will allow for existing routes to be used again, albeit with improved surface materials, more suitable for higher footfalls and the proposals for a destination place.

**Land at Kilvey Hill and
Landore Park & Ride Facility,
Swansea**

ENVIRONMENTAL STATEMENT

**VOLUME 2
CHAPTER 6: PLANNING POLICY**

Introduction

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for the purposes of this Planning Application comprises the following:
- National Development Framework: Future Wales – The National Plan 2040 (February, 2021);
 - Swansea Local Development Plan 2010-2025 (adopted February, 2019).
- 6.2 In addition to the Development Plan, the Planning Application has been informed by policy and guidance set out in the following:
- Planning Policy Wales Edition 11 (February, 2021), informed by The Well-Being of Future Generations (Wales) Act 2015, and supplemented by Technical Advice Notes;
 - Building Better Places: The Planning System Delivering Resilient and Brighter Futures (July, 2020);
 - Swansea Council Supplementary Planning Guidance.
 - TAN 4 Retail and Commercial Development (2016)
 - Technical Advice Note (TAN) 5: Nature Conservation and Planning (2009)
 - Technical Advice Note 11: Noise (1997)
 - Technical Advice Note (TAN) 12: Design (2016)
 - Technical Advice Note (TAN) 16: Sport, Recreation and Open Space (2009)
 - Technical Advice Note (TAN) 18: Transport (2007)
 - Technical Advice Note (TAN) 23: Economic Development (2013)
 - Technical Advice Note (TAN) 24: The Historic Environment (2017)
 - Active Travel (Wales) Act 2013
 - Relevant Supplementary Planning Guidance
- 6.3 This section of the Planning Statement provides an overview of the Development Plan context and planning policy framework of specific relevance to the determination of this application. For ease of reference, this overview is set out below at the national and local level.

National Level

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

- 6.4 The Well-Being of Future Generations (Wales) Act 2015 (which came into force on 1st April 2016) requires “*public bodies to do things in pursuit of the economic, social, environmental and cultural well-being of Wales in a way that accords with the sustainable development principle*”. The Act sets out seven ‘well-being’ goals as follows:
- A prosperous Wales: An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which

develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.

- A resilient Wales: A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).
- A healthier Wales: A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.
- A more equal Wales: A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio-economic background and circumstances).
- A Wales of cohesive communities: Attractive, viable, safe and well-connected communities.
- A Wales of vibrant culture and thriving Welsh language: A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation.
- A globally responsive Wales: A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.

- 6.5 Within the Act, sustainable development is defined as follows: *“the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals”*. The Act sets out that when making decisions, public bodies need to take into account the impact they could have on people living in Wales in the future and must apply the sustainable development principle in all decisions.

National Development Framework: Future Wales – The National Plan 2040

- 6.6 The National Development Framework: Future Wales – the National Plan 2040 was published on 24th February 2021. ‘Future Wales’ sets out the Welsh Government’s strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy; achieving decarbonisation and climate-resilience; developing strong ecosystems; and improving the health and well-being of our communities. As stated above, the National Development Framework has Development Plan status.
- 6.7 Future Wales sets out its overarching ambitions based on the national planning principles and national sustainable placemaking outcomes set out in Planning Policy Wales by means of 11 Outcomes. As set out on Page 52 of Future Wales, the 11 Outcomes are collectively a statement of where the Welsh Government aspire Wales to be in 20 years’ time, as follows:

A Wales where people live:

- 1. ...and work in connected, inclusive and healthy places*
- 2. ...in vibrant rural places with access to homes, jobs and services*
- 3. ...in distinctive regions that tackle health and socio-economic inequality through sustainable growth*
- 4. ...in places with a thriving Welsh Language*
- 5. ...and work in towns and cities which are a focus and springboard for sustainable growth*
- 6. ...in places where prosperity, innovation and culture are promoted*
- 7. ...in places where travel is sustainable*
- 8. ...in places with world-class digital infrastructure*
- 9....in places that sustainably manage their natural resources and reduce pollution*
- 10. ...in places with biodiverse, resilient and connected ecosystems*
- 11. ...in places which are decarbonised and climate-resilient*

Growth Strategy

- 6.8 The Welsh Government's strategic growth strategy is set out in Policy 1 of Future Wales as follows:

Policy 1 – Where Wales will Grow

The Welsh Government supports sustainable growth in all parts of Wales. In three National Growth Areas there will be growth in employment and housing opportunities and investment in infrastructure. The National Growth Areas are:

- Cardiff, Newport and the Valleys*
- Swansea Bay and Llanelli*
- Wrexham and Deeside*

- 6.9 It is further explained that *“Our strategy is to build on existing strengths and advantages. It encourages sustainable and efficient patterns of development, based on co-locating homes with jobs and vital services and the efficient use of resources”* (page 60).

- 6.10 The benefits of the proposed growth strategy and specifically the co-location of homes, jobs and services is highlighted as follows: *“Growing urban areas across Wales will create concentrations of jobs, services and amenities and a critical mass of people to sustain good public transport services and a range of economic activities. Urban growth enables more people to walk and cycle for everyday journeys and, with good urban design, can create positive impacts on public health, air quality and well-being”* (page 60).

Placemaking

- 6.11 Placemaking forms a key concept upon which many national planning policies are based. It is set out at Page 65 of Future Wales that *“Placemaking is at the heart of the planning system in Wales and this policy establishes a strategic placemaking approach and principles to support planning authorities to shape urban growth and regeneration”*.

- 6.12 Policy 2 of Future Wales is of key relevance in terms of placemaking, which states the following:

Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking

The growth and regeneration of towns and cities should positively contribute towards building sustainable places that support active and healthy lives, with urban neighbourhoods that are compact and walkable, organised around mixed-use centres and public transport, and integrated with green infrastructure. Urban growth and regeneration should be based on the following strategic placemaking principles:

- *creating a rich mix of uses;*
- *providing a variety of housing types and tenures;*
- *building places at a walkable scale, with homes, local facilities and public transport within walking distance of each other;*
- *increasing population density, with development built at urban densities that can support public transport and local facilities; establishing a permeable network of streets, with a hierarchy that informs the nature of development;*
- *promoting a plot-based approach to development, which provides opportunities for the development of small plots, including for custom and self-builders; and*
- *integrating green infrastructure, informed by the planning authority's Green Infrastructure Assessment.*

- 6.13 Further detail on the Welsh Government's strategic placemaking priorities is set out at Page 66 of Future Wales. Key placemaking principles are summarised below:

Mix of uses

To create activity throughout the day and enable people to walk and cycle, rather than being reliant on travelling by car, places should have a rich mix of residential, commercial and community uses within close proximity to each other. Urban growth and regeneration should integrate different uses within neighbourhoods.

Variety of housing

To ensure places are socially mixed and cater for varied lifestyles, they should have a mix of housing types and tenures and space that allows for home-working. Urban growth and regeneration should cater for families, couples and single people of different ages, as well as providing a mix of affordable and private housing.

Walkable scale

To enable active and healthy lives, people should be able to easily walk to local facilities and public transport. Urban growth and regeneration should be focused within inner city areas and around town centres, as well as around mixed use local centres and public transport. Co-working hubs offering an alternative to home-working are an important feature of the economy, and these should be located in town and local centres.

Density

To support the economic and social success of our towns and cities, including sustaining public transport and facilities, urban growth and regeneration should

increase the population density of our towns and cities. New developments in urban areas should aim to have a density of at least 50 dwellings per hectare (net), with higher densities in more central and accessible locations. It may be necessary to take social distancing requirements into consideration when designing public and communal spaces.

Street network

To provide a framework for different uses and types of housing to be integrated within neighbourhoods, urban growth and regeneration should be based on a network of streets that enable social distancing if necessary. The street network should be permeable, with streets primarily connecting at both ends with other streets and providing links into, out of, and through places. The street network should have a hierarchy, with streets that have different characters and functions.

Plot-based development

To create varied and interesting places, which can be developed and change over time, and provide opportunities for people to design and build their own homes and workspaces, as well as open up the housing market to small and local builders, urban growth and regeneration should provide opportunities for the development of small plots. A plot-based approach to development should be promoted, including the subdivision of larger sites to be built in small plots or as a group of plots.

Green infrastructure

To enable urban areas to play their part in supporting ecosystem resilience, the use of innovative nature-based solutions should form part of strategies for urban growth and regeneration. Through Green Infrastructure Assessments, specific opportunities should be identified to ensure that green infrastructure is fully integrated.

Biodiversity and Green Infrastructure

- 6.14 It is identified at Page 76 that the strategic focus of Future Wales on urban growth requires “*an increased emphasis on biodiversity enhancement (net benefit) in order to ensure that growth is sustainable*” (page 76).
- 6.15 In addition, the associated importance of green infrastructure is highlighted: “*As the population of Wales becomes increasingly urban, the opportunity to optimise well-being benefits from green infrastructure will be greatest in and around these areas. Innovative use of nature-based solutions and integrating green infrastructure in and around urban areas can help restore natural features and processes into cities and landscapes. Providing locally accessible, high quality green spaces and corridors helps to maintain and enhance the strategic functioning of our natural resources and ecological networks and address physical and mental well-being*” (page 78).
- 6.16 Policy 9 of Future Wales is of key relevance in regard to green infrastructure and biodiversity enhancement, which states the following:

Policy 9 – Resilient Ecological Networks and Green Infrastructure

To ensure the enhancement of biodiversity, the resilience of ecosystems and the provision of green infrastructure, the Welsh Government will work with key partners to:

- identify areas which should be safeguarded and created as ecological networks for their importance for adaptation to climate change, for habitat protection, restoration or creation, to protect species, or which provide key ecosystems services, to ensure they are not unduly compromised by future development; and*
- identify opportunities where existing and potential green infrastructure could be maximised as part of placemaking, requiring the use of nature-based solutions as a key mechanism for securing sustainable growth, ecological connectivity, social equality and well-being.*

Transport

- 6.17 Future Wales identifies that transport in Wales is currently dominated by the car and that *“our reliance on travelling by car is limiting the opportunity for physical activity and social contact to be built into people’s everyday lives and is exacerbating air and noise pollution, particularly along major routes and at busy destinations...This has an adverse impact on people’s health and well-being, contributing to life-limiting illnesses associated with physical inactivity, loneliness and isolation”* (page 85).
- 6.18 The importance of the implementation of policies which require development to be directed towards sustainable locations and designed to make it possible for everyone to make sustainable and healthy travel choices is highlighted in Future Wales, and it is stated that planning authorities will be required *“to refuse planning permission for car-dependent developments which would otherwise encourage car use and undermine sustainable travel”* (page 85).
- 6.19 **Policy 3 – Supporting Urban Growth and Regeneration – Public Sector Leadership** The public sector must show leadership and apply placemaking principles to support growth and regeneration for the benefit of communities across Wales. The public sector’s use of land, developments, investments and actions must build sustainable places that improve health and well-being.
- 6.20 Planning authorities must take a proactive role and work in collaboration with the Welsh Government and other public sector bodies to identify the best locations for growth and regeneration and provide certainty about how they should be developed.
- 6.21 Policy 6 – Town Centre First Significant new commercial, retail, education, health, leisure and public service facilities must be located within town and city centres. They should have good access by public transport to and from the whole town or city and, where appropriate, the wider region.

- 6.22 A sequential approach must be used to inform the identification of the best location for these developments and they should be identified in Strategic and Local Development Plans.
- 6.23 Policy 9 – Resilient Ecological Networks and Green Infrastructure In all cases, action towards securing the maintenance and enhancement of biodiversity (to provide a net benefit), the resilience of ecosystems and green infrastructure assets must be demonstrated as part of development proposals through innovative, nature-based approaches to site planning and the design of the built environment.

Planning Policy Wales Edition 11

- 6.24 Planning Policy Wales (PPW) Edition 11 was published on 24th February 2021. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015.
 - 6.25 Sustainable Development is defined at Page 7 of PPW as follows: *“the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals”*.
 - 6.26 Paragraph 1.18 sets out that *“Legislation secures a presumption in favour of sustainable development in accordance with the development plan unless material considerations indicate otherwise to ensure that social, economic, cultural and environmental issues are balanced and integrated”*.
- Placemaking
- 6.27 In accordance with the National Development Framework, placemaking is also at the heart of PPW – Paragraph 2.1 for example states that *“Everyone engaged with or operating within the planning system in Wales must embrace the concept of placemaking in both plan making and development management decisions in order to achieve the creation of sustainable places and improve the well-being of communities”*.
 - 6.28 It is summarised succinctly at Paragraph 2.3 that *“The planning system should create sustainable places which are attractive, sociable, accessible, active, secure, welcoming, healthy and friendly. Development proposals should create the conditions to bring people together, making them want to live, work and play in areas with a sense of place and well-being, creating prosperity for all”*.
 - 6.29 Placemaking is defined at Page 14 of PPW as follows: *“Placemaking is a holistic approach to the planning and design of development and spaces, focused on positive outcomes. It draws upon an area’s potential to create high quality development and public spaces that promote people’s prosperity, health, happiness, and well being in*

the widest sense. Placemaking considers the context, function and relationships between a development site and its wider surroundings”.

6.30 A set of ‘national sustainable placemaking outcomes’ are outlined within PPW, which it advises should be used to inform the assessment of development proposals. The national outcomes are defined as follows:

- *Creating and Sustaining Communities*
 - o *Enables the Welsh language to thrive*
 - o *Appropriate development densities*
 - o *Homes and jobs to meet society’s needs*
 - o *A mix of uses*
 - o *Offers cultural experiences*
 - o *Community based facilities and services*
- *Making Best Use of Resources*
 - o *Makes best use of natural resources*
 - o *Prevents waste*
 - o *Prioritises the use of previously developed land and existing buildings*
 - o *Unlocks potential and regenerates*
 - o *High quality and built to last*
- *Maximising Environmental Protection and Limiting Environmental Impact*
 - o *Resilient biodiversity and ecosystems*
 - o *Distinctive and special landscapes*
 - o *Integrated green infrastructure*
 - o *Appropriate soundscapes*
 - o *Reduces environmental risks*
 - o *Manages water resources naturally*
 - o *Clean air*
 - o *Reduces overall pollution*
 - o *Resilient to climate change*
 - o *Distinctive and special historic environments*
- *Growing Our Economy in a Sustainable Manner*
 - o *Fosters economic activity*
 - o *Enables easy communication*
 - o *Generates its own renewable energy*
 - o *Vibrant and dynamic*
 - o *Adaptive to change*
 - o *Embraces smart and innovative technology*
- *Facilitating Accessible and Healthy Environments*
 - o *Accessible and high quality green space*
 - o *Accessible by means of active travel and public transport*

- o *Not car dependent*
- o *Minimises the need to travel*
- o *Provides equality of access*
- o *Feels safe and inclusive*
- o *Supports a diverse population*
- o *Good connections*
- o *Convenient access to goods and services*

6.31 It is highlighted at Paragraph 2.20 that *“Not every development or policy proposal will be able to demonstrate they can meet all of these outcomes, neither can it necessarily be proved at the application or policy stage that an attribute of a proposal will necessarily lead to a specific outcome. However, this does not mean that they should not be considered in the development management process to see if a proposal can be improved or enhanced to promote wider well-being”.*

6.32 The implications of COVID are highlighted in PPW 11 with Paragraph 2.22 stating for example that *“We must ensure that a post-Covid world has people’s well-being at its heart. Planning Policy Wales leads the way in this respect and contains the principles and policies needed for us to recover from this situation in a positive manner”.*

Good Design

6.33 The importance of good design in development proposals is highlighted at Paragraph 3.3 of PPW where it is stated that *“Good design is fundamental to creating sustainable places where people want to live, work and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places. To achieve sustainable development, design must go beyond aesthetics and include the social, economic, environmental, cultural aspects of the development, including how space is used, how buildings and the public realm support this use, as well as its construction, operation, management, and its relationship with the surrounding area”.*

6.34 Good design must enable development proposals to address the issues of inclusivity and accessibility for all, and it is highlighted at Paragraph 3.6 that *“This includes making provision to meet the needs of people with sensory, memory, learning and mobility impairments, older people and people with young children... Good design can also encourage people to meet and interact with each other, helping to address issues surrounding loneliness. Good design must also involve the provision of measures that help to reduce the inequality of access to essential services, education and employment experienced by people without access to a car. Design measures and features should enable easy access to services by walking, cycling and public transport”.*

6.35 In addition, it is highlighted that good design promotes environmental sustainability and contributes to the achievement of the well-being goals - Paragraph 3.7 states for

example that *“Developments should seek to maximise energy efficiency and the efficient use of other resources (including land), maximise sustainable movement, minimise the use of non-renewable resources, encourage decarbonisation and prevent the generation of waste and pollution”*.

- 6.36 The importance of good design in term of ensuring high environmental quality is set out at Paragraph 3.8: *“Landscape and green infrastructure considerations are an integral part of the design process. Integrating green infrastructure is not limited to focusing on landscape and ecology, rather, consideration should be given to all features of the natural environment and how these function together to contribute toward the quality of places”*.
- 6.37 Paragraph 3.12 outlines that good design is also about avoiding the creation of car-based developments by minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys. It is stated that *“Achieving these objectives requires the selection of sites which can be made easily accessible by sustainable modes as well as incorporating appropriate, safe and sustainable links (including active travel networks) within and between developments using legal agreements where appropriate”*.

Welsh Language

- 6.38 It is set out in PPW that the Welsh language is part of the social and cultural fabric and its future well-being will depend upon a wide range of factors, particularly education, demographic change, community activities and a sound economic base to maintain thriving sustainable communities and places. Paragraph 3.29 states that *“If required, language impact assessments may be carried out in respect of large developments not allocated in a development plan which are proposed in areas of particular sensitivity or importance for the language”*.

Sustainable Transport

- 6.39 PPW advises at Paragraph 4.1.10 that the planning system has a key role to play in reducing the need to travel, particularly by private car, and supporting sustainable transport, by facilitating developments which:
- *“are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;*
 - *are designed in a way which integrates them with existing land uses and neighbourhoods; and*
 - *make it possible for all short journeys within and beyond the development to be easily made by walking and cycling”*.
- 6.40 Paragraph 4.1.11 summarises that: *“Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts*

through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services”.

- 6.41 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles. Paragraph 4.1.13 sets out that *“The sustainable transport hierarchy should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport”.*

Active Travel

- 6.42 The importance of developing local active travel networks to help mitigate the impact of new development by providing an alternative mode of travel to the private car is highlighted in PPW. It is stated at Paragraph 4.1.30 that *“Provision for active travel must be an essential component of development schemes and planning authorities must ensure new developments are designed and integrated with existing settlements and networks, in a way which makes active travel a practical, safe and attractive choice”.*

Public Transport

- 6.43 PPW advises that the availability of public transport is an important part of ensuring a place is sustainable. Paragraph 4.1.36 highlights that the planning system should facilitate this *“by locating development where there is, or can be, good access by public transport”.*

Green Infrastructure

- 6.44 The importance of green infrastructure is highlighted throughout PPW. It is summarised at Paragraph 6.2.5 that *“The quality of the built environment should be enhanced by integrating green infrastructure into development through appropriate site selection and use of creative design. With careful planning and design, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places”.*

Sustainable Drainage Systems (SuDS)

- 6.45 The importance of considering SuDs as an integral part of the development process is highlighted at Paragraph 6.6.18 of PPW where it is stated that *“The provision of SuDS must be considered at the earliest possible stage when formulating proposals for new development”.* It is advised at Paragraph 6.6.19 that *“Design for multiple benefits and green infrastructure should be secured wherever possible and as part of Green Infrastructure Assessments suitable approaches towards the provision of SuDS should be identified”.*

Retail and Commercial Development

- 6.46 The WG operates a 'town centres first' in relation to the location of new retail and commercial development. In implementing this policy, planning authorities should adopt a sequential approach to the selection of new sites in their development plan and when determining planning applications for retail and other complimentary uses.

Economic Development

- 6.47 Wherever possible, planning authorities should encourage and support developments which generate economic prosperity and regeneration.

Tourism

- 6.48 The planning system encourages tourism where it contributes to economic development, conservation, rural diversification, urban regeneration and social inclusion, while recognising the needs of visitors and those of local communities. The planning system can also assist in enhancing the sense of place of an area which has intrinsic value and interest for tourism. In addition to supporting the continued success of existing tourist areas, appropriate tourism-related development in new destinations is encouraged. In some places however there may be a need to limit new development to avoid damage to the environment or the amenity of residents and visitors. Development should be sympathetic in nature and scale to the local environment. Planning authorities should provide a framework for maintaining and developing well-located, well designed, good quality tourism facilities. They should consider the scale and broad distribution of existing and proposed tourist attractions and enable complementary developments such as accommodation and access to be provided in ways which limit negative environmental impacts as well as consider the opportunities to enhance biodiversity. Planning authorities should adopt positive approaches to proposals which utilise previously developed or disused land and water bodies for tourism uses, particularly in relation to urban regeneration.

The Historic Environment

- 6.49 For listed buildings, there should be a general presumption in favour of the preservation or enhancement of a Listed Building and its setting. For any development proposal affecting a listed building or its setting the primary material consideration is the statutory requirement to have special regard to the desirability of preserving its setting.
- 6.50 In respect of archaeological remains the planning system recognises the need to conserve archaeological remains. The conservation of archaeological remains and their settings is a material consideration in determining planning application, whether those remains are a scheduled monument or not.

Technical Advice Notes

- 6.51 The following Technical Advice Notes (TANS) are of relevance to the development proposal.

- 6.52 TAN 4 Retail and Commercial Development (2016): provides guidance regarding the provision of retail and commercial developments, including assessment of the appropriateness of such development spatially, and the potential resultant impacts upon established retail centres. The documents also provide guidance regarding where such developments should be encouraged.
- 6.53 TAN 5 Nature Conservation and Planning (2009): provides advice about how the land use planning system should contribute to protecting and enhancing biodiversity and geological conservation. It seeks to demonstrate how local planning authorities, developers and key stakeholders in conservation can work together to deliver more sustainable development that does not result in losses from the natural heritage but instead takes every opportunity to enhance it.
- 6.54 TAN 11 Noise (1997): provides advice on how the planning system can be used to minimise impact of noise without placing unreasonable restrictions on development. It outlines some of the main considerations which local planning authorities should take into account in drawing up development plan policies and when determining planning applications for development which will either generate noise or be exposed to existing noise sources.
- 6.55 TAN 12 Design (2016): provides advice on design considerations and states that development should aim to:
- *Create places with the needs of people in mind, which are distinctive and respect local character*
 - *Promote layouts and design features which encourage community safety and accessibility*
 - *Focus on the quality of the places and living environments for pedestrians rather than the movement and parking of vehicles*
 - *Avoid inflexible planning standards and encourage layouts which manage vehicle speeds through the geometry of the road and building*
 - *Promote environmental sustainability features, such as energy efficiency, in new housing and make clear specific commitments to carbon reductions and/or sustainable building standards*
 - *Secures the most efficient use of land including appropriate densities*
 - *Consider and balance potential conflicts between these criteria*
- 6.56 TAN 18 Transport (2007) confirms that integration of land use planning and development of transport infrastructure has a key role to play in addressing the environmental aspects of sustainable development. Paragraph 2.4 indicates that by influencing the location, scale, density and mix of land uses and new development, land use planning can help to reduce the need to travel and length of journeys, whilst making it easier for people to walk, cycle or use public transport.

- 6.57 TAN 16 Sport, Recreation and Open Space (2009): advises on the role of the planning system in making provision for sport and recreational facilities and informal open spaces, as well as protecting existing facilities and open spaces in urban and rural areas in Wales (Para 1.1). The TAN states that young people's recreational needs are a priority, improving levels of physical activity and access to facilities in and outside schools (Para 1.9).
- 6.58 TAN 20 Planning and the Welsh Language (2017): advises that in determining individual planning applications and appeals, considerations relating to the use of the Welsh language may be taken into account so far as they are material. Mitigation measures can reduce or eliminate potential adverse impacts of development on the Welsh language, while enhancement measures may deliver wider benefits from a development. It is advised that planning applications should not routinely be subject to Welsh language impact assessment, as this would duplicate the SA and LDP site selection processes. Provided that the SA has given due consideration to the Welsh Language, an impact assessment at application stage would not be based on any further information than that which has been presented during the plan preparation stage.
- 6.59 TAN 23 (Economic Development) The TAN provides guidance on assessing the economic benefits of new development to the local and national economy and promotes the creation of sustainable and more equitably distributed economic development.
- 6.60 TAN 24 (The Historic Environment) The purpose of this TAN is to provide guidance on how the planning system considers the historic environment during development plan preparation and decision making on planning and Listed Building (LBC) applications. This TAN provides specific guidance on how the following aspects of the historic environment should be considered:
- World Heritage Sites
 - Scheduled monuments
 - Archaeological remains
 - Listed buildings
 - Conservation areas
 - Historic parks and gardens
 - Historic landscapes
 - Historic assets of special local interest

Local Level

Swansea Local Development Plan 2010-2025

- 6.61 The Swansea Council Local Development Plan (LDP) was adopted on 28th February 2019 and is the prevailing development plan for the City and County of Swansea. The Swansea LDP Proposals Map shows that the location of the bottom gondola station and associated parking that is to be proposed within the existing park and ride area is

adjacent to Strategic Development Area SD:L: Tawe Riverside and Hafod Morfa Copperwork. The proposals map demonstrates the Kilvey Hill element is within the Open Countryside.

- 6.62 The following LDP policies are of relevance in the determination of the Planning Application.

Policy Ref.	Relating to
Placemaking and Sustainable Development	
PS1	Sustainable Places
PS2	Placemaking and Place Management
SD:L	Tawe Riverside and Hafod Morfa Copperworks
Infrastructure Requirements and Obligations	
IO1	Supporting Infrastructure
Historic and Cultural Environment	
HC1	Historic and Cultural Environment
HC2	Preservation or Enhancement of Buildings and Features
Social Infrastructure	
SI1	Health and Wellbeing
SI5	Protection of Open Space
SI8	Community Safety
Regeneration and Commercial Development	
RC2	Retail and Leisure Development
RC8	Commercial Development within Strategic Development Areas
Ecosystem and Resilience	
ER1	Climate Change
ER2	Strategic Green Infrastructure Network
ER5	Landscape Protection
ER6	Designated Sites of Ecological Importance
ER8	Habitats and Species
ER9	Ecological Networks and Features of Importance for Biodiversity
ER11	Trees, Hedgerows and Development
Countryside and Village Development	
CV2	Development in the Countryside
Tourism and Recreation	
TR1	Tourism, Recreation and Leisure Development
TR2	Developed Coast and Waterfront
TR3	Sustainable Tourism and Recreation Development in the Countryside
Transport, Movement and Connectivity	
T1	Transport Measures and Infrastructure
T2	Active Travel

T5	Design Principles for Transport Measures and Infrastructure
T6	Parking
T7	Public Rights of Way and Recreational Routes
Energy and Utilities	
EU2	Renewable and Low Carbon Energy Technology in New Development
Resources and Public Health Protection	
RP1	Safeguarding and Public Health and Natural Resources
RP2	Noise Pollution
RP3	Air and Light Pollution
RP4	Water Pollution and the Protection of Water Resources
RP5	Avoidance of Flood Risk
RP6	Land Contamination
RP10	Sustainable Waste Management for New Development
RP13	Safeguarding Minerals

Supplementary Planning Guidance

6.63 The following Supplementary Planning Guidance (SPG) is of relevance to the proposed development:

- Trees Hedgerows and Woodlands (Adopted October 2021)
- Biodiversity and Development (Adopted February 2021)
- Parking Standards (Adopted March 2012)
- Planning Obligations (Adopted March 2010)
- Planning for Community Safety (Adopted December 2012)

**Land at Kilvey Hill and
Landore Park and Ride Facility,
Swansea**

ENVIRONMENTAL STATEMENT

**VOLUME 2
CHAPTER 7: LANDSCAPE AND VISUAL IMPACT**

7.0 LANDSCAPE AND VISUAL IMPACT

7.1 Introduction

- 7.1.1 The following chapter has been prepared by The Environmental Dimension Partnership Ltd (EDP).
- 7.1.2 This chapter of the ES assesses the likely significant effects of the Proposed Development, as described in Chapter 7 of this Environmental Statement, in terms of landscape and visual amenity and incorporates a summary of the Landscape and Visual Impact Assessment Baseline provided in full at Technical Appendix 7.1.
- 7.1.3 This chapter should be read in conjunction with Technical Appendix 7.1: Landscape and Visual Impact Assessment Baseline (edp5125_r003) and its associated appendices.

7.2 Assessment Methodology

- 7.2.1 The methodology utilised for the assessment of the landscape and visual effects is set out at Appendix EDP 2 to Technical Appendix 7.1. This approach is in accordance with the following guidance:
- Guidelines for Landscape and Visual Impact Assessment – Third Edition (LI/IEMA, 2013);
 - An Approach to Landscape Character Assessment (Natural England 2014);
 - Landscape Character Assessment – Guidance for England and Scotland (Swanick & LUC, 2002) produced on behalf of the Countryside Agency and Scottish Natural Heritage; and
 - Photography and photomontage in landscape and visual impact assessment - Landscape Institute Advice Note 01/11.

7.3 Significance Criteria

- 7.3.1 The purpose of the EIA process is to identify the likely significant environmental effects (both beneficial and adverse) arising from development proposals. Schedule 4 to the EIA Regulations specifies the information to be included in all ES', which should include a description of:

"...the likely significant effects on the factors specified in regulation 4(2) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the development. ..."

- 7.3.2 In order to consider the likely level of any effect, the sensitivity of each landscape or visual receptor is combined with the predicted magnitude of change, with reference also made to the geographical extent, duration and reversibility of the effect within the assessment.

- 7.3.3 Having taken such a wide range of factors into account when assessing sensitivity and magnitude at each receptor, the level of effect can be derived by combining the sensitivity and magnitude in accordance with the matrix in Table 7.1 below

Table 7.1: Level of Effects Matrix

Overall Sensitivity	Overall Magnitude of Change				
	Very High	High	Medium	Low	Very Low
Very High	Substantial	Major	Major/- Moderate	Moderate	Moderate/- Minor
High	Major	Major/- Moderate	Moderate	Moderate/ Minor	Minor
Medium	Major/- Moderate	Moderate	Moderate/- Minor	Minor	Minor/- Negligible
Low	Moderate	Moderate/- Minor	Minor	Minor/- Negligible	Negligible
Very Low	Moderate/- Minor	Minor	Minor/- Negligible	Negligible	Negligible/- None

- 7.3.4 Each effect is described and evaluated individually through the combination of all of the relevant factors and assessed as either significant or not significant. Landscape and visual effects identified at substantial, major, major/moderate or moderate levels (bold type within the matrix above) are generally considered to be significant, whereas those effects assessed at moderate/minor, minor, minor/negligible or negligible level are considered to be not significant.
- 7.3.5 In certain cases, where additional factors may arise, a further degree of professional judgement may be applied when determining whether the overall change in the view will be significant or not and, where this occurs, this is explained in the assessment.

7.4 Legislative and Planning Policy Framework

- 7.4.1 Landscape-related designations and policy considerations within 2km of the site are shown on Plan EDP 3 included within Appendix 7.1. In summary:
- National Landscape Designations: the site does not lie within a nationally designated landscape;
 - Local Landscape Designations: the site does not lie within a locally designated landscape; and
 - Other Landscape-related Designations: the site does not lie within any other local designation of relevance e.g., Green Belt/Green Wedge.
- 7.4.2 There are no National Parks or Areas of Outstanding Natural Beauty within or in proximity to the site. The Gower Area of Outstanding Natural Beauty (AONB) is located over 6km from the site at its closest point. The Gower AONB has been scoped out from further consideration as views were investigated through visual testing and it is unlikely

that the proposals would be discernible due to intervening vegetation and topography within the AONB boundary itself.

- 7.4.3 Further detail on policies which are not specifically related to landscape and visual matters, but have some relevance to determining the underlying sensitivity of landscape and visual receptors, is provided within Section 3 of Appendix 7.1. For brevity, these are not repeated here.

7.5 Baseline Conditions

- 7.5.1 Appendix 7.2 provides a full consideration of the baseline character of the site and its environs and of the existing visual resource which provides visual amenity for a range of receptors (people) viewing the site from within and from the wider landscape.
- 7.5.2 The critical element of these baseline considerations is the identification of the specific receptors, and groups of receptors, likely to be affected by the proposed development and their associated individual sensitivity (which then underpins conclusions on significance of effect as assessed within this ES chapter).
- 7.5.3 The receptors identified, and their associated sensitivity to the development proposed, are summarised in table 7.2 below.

Table 7.2: Landscape and Visual Receptor Sensitivity

Receptor	Sensitivity	Commentary
Landscape Receptors		
Swansea west	Low	A wholly urban area comprising the city centre and environs. While it contains numerous sensitive receptors (including heritage assets) overall it has limited susceptibility to the development proposed.
Swansea east	Low	A wholly urban area comprising a number of communities in conjoined settlements. Limited landscape receptors of value and limited susceptibility to the proposed development.
River Tawe	Medium	A high-quality landscape with strong character, but heavily influenced by existing urban form to either side and with low susceptibility to the development proposed.
Kilvey Hill	High	A high-quality landscape resource with clear amenity value to the local community (limited value to the wider community of Swansea), but suffers from limited management, predominantly non-native tree stock, existing telecommunications and energy infrastructure and anti-social activity (which periodically threatens

		the character of the whole of the hill through arson).
Crymlyn/ Crymlyn Bog	High	A habitat unique in this part of Wales and therefore of very high value but with low susceptibility to the type of development proposed (which will have no direct impact on it).
The site itself	High	The site benefits from its elevation and rural character but also has numerous detracting features including offsite influences from surrounding urban form and energy infrastructure and onsite influences from existing telecommunications infrastructure, anti-social activity and limited environmental management.
Visual Receptors - Photoviewpoints		
1. Public Right of Way (PRoW) BO466	High	This viewpoint is taken on designated route BO466 to the south, within the application site. The view is expansive and overlooks the adjacent solar farm in the foreground, as well as Port Talbot and the Bristol Channel in the backdrop. Views from this position on the PRoW are expansive and also contain panoramic views over Swansea Bay.
2. PRoW BO467	High	This viewpoint is taken from near the summit of Kilvey Hill and looks northwards towards the grassland and scattered coniferous vegetation. Additional elements, at a greater distance occur within the view such as the settlements of Llangyfelach, Morriston, and Plasmarl. The PRoW continues northwards down the hill towards the construction access road, enhanced for the recently built nearby solar farm.
3. Musgrave Engine House Scheduled Monument	Medium	This view is taken adjacent to the entrance of the Grade II listed Musgrave Engine House. This asset sits between the Landore park and ride, and the river Tawe. Kilvey Hill has a large presence within the viewpoint and provides the landscape setting to the engine house. The river can be seen briefly along the footway leading to its bank.
4. White Rock Heritage Park	Medium	The White Rock heritage park lies 150m away from the application site at its nearest point. This view captures the remains of the White

		Rock Copper Works scheduled monument and the chimneys of the Musgrave Engine House (described above). The influence of the Liberty Stadium within the backdrop is a reminder of the commercial/retail setting the park finds itself in today.
5. A4217: Landore Park & Ride Entrance	Low	This photoviewpoint illustrates the view of Kilvey Hill (and the site) from the existing entrance to the park and ride. The viewpoint contains the large, elevated presence of Kilvey Hill as well as the vehicular influence in this part of the site, given that the busy A4217 passes by the roundabout, which is present in the view.
6. National Cycle Route 43 (Liberty Stadium)	Medium	The National Cycle route (adjacent to the liberty stadium) heads towards Kilvey Hill when travelling south. Residential development influences the left-hand side of the view from this point. Kilvey Hill's elevated telecommunications towers at its summit are a detractor within this scene. An electrical sub-station features centrally in the view, as well as tall streetlights/lampposts, detracting from the visual amenity of this view.
7. Footpath LT451/National Cycle Route (North)	Medium	Photoviewpoint 7 has been taken on the national cycle route, c.2km north of the application site. As depicted within this perspective, views of Kilvey Hill are difficult to find and interrupted by vegetation. Wintertime views may be more accommodating of these long-distance views however evergreen vegetation also appears, filtering any visual connection with the site.
8. Footpath BO483	Medium	At 1.5km north of the site, the view from this PRoW towards any development upon Kilvey Hill will be fragmented at best. As with other views, the telecommunication towers are prominent, however not much else, other than the coniferous woodland can be seen. A large, manmade bund dominates the view from this PRoW and hampers most views towards the site. The sensitivity of this route, though a PRoW, has been downgraded, given

		that the route, which was supposed to travel through the field, had been wired closed at both ends. This hinders the tranquillity experienced by the user on this PRoW, and in turn lowers the sensitivity of the designation.
9. Wales Coastal Path 898 (East)	Very High	This photo, taken to the east of the coastal path, in relation to the site, offers views of the south of Kilvey Hill. The settlement of Port Tennant is visible, as well as the telecommunication towers at the hill's summit. The coastal path passes by a sports pitch and timber fence, whilst running parallel with Fabian way, which is separated by a landscape buffer. The sensitivity given here reflects the quality and importance of this designated path.
10. Wales Coastal Path 898 (South)	Very High	This perspective, taken from the coastal path, features uninterrupted views of the site in places, as well as nearby SA1 development. A newly built roundabout lies in the foreground of the shot, showing the influence of traffic and road users on this part of the coastal path.
11. SA1:South of Prince of Wales Dock	Medium	Taken from the south of the Prince of Wales dock, this view has been included to represent the potential new route for the Wales Coastal Path. Similar views occur here of the hill, though more urban form features, which is a prominent detractor in the context. The entire southern aspect of Kilvey Hill is visible here, which includes the satellite towers and neighbouring settlements of Port Tennant and SA1.
12. Swansea Castle Scheduled Monument	High	Swansea Castle found c.1.7km to the west of the site, has been recorded within viewpoint 12. The view, which has been taken from the public realm, features Swansea castle and Kilvey Hill through a narrow passageway. Though this, as a scheduled monument, warrants a high sensitivity, views from this urban setting are likely to be intercepted immediately by built development.
13. Wales Coastal Path 898 (West)	Very High	This section of the Wales Coastal Path runs parallel with the busy

		Mumbles road. The civic centre features to the right within the view as well as the urban form of Swansea west. Swansea Beach is also a key element visible from this point, as the tranquillity of the view hinges upon it. The Swansea Tower is visible within the view, influencing the receptors' perspective.
14. PRow CO132	Medium	This viewpoint has been taken in an industrial setting on a PRow to the north-west of the site. Several residential settlements including Townhill and Mayhill, appear within the view, though the PRow lacks any sense of tranquillity. Rubble and waste building material can be seen in the foreground of the vista. Little to no legibility is found on this route – it does not link to any wider network of PRow's and is isolated and devoid of any meaningful connection to the wider area.
<i>Visual Receptor Groups</i>		
PRow BO467	High	This PRow route links Bon-y-maen with the summit of Kilvey Hill. Its pathway has been concreted throughout and is used as an access track for the maintenance of the hill's satellite towers. It is regularly used by walkers, cyclists etc and links to the wider network of walking/biking trails on Kilvey Hill. Its lower half, to the north has been widened for suitable construction traffic required for the adjacent solar farm.
PRow BO466 and BO473	High	This footpath (partly contained at Photoviewpoint EDP 1) traverses the southern slope of Kilvey Hill. It accommodates expansive views out towards the Bristol Channel and is open/exposed for lots of its span. Views upwards towards Kilvey Hill's summit are less available through intervening vegetation and landform.
PRow ST469A, ST469B, ST475, ST481A and ST481B	High	This group of footpaths broadly connects the settlement of St Thomas (to the west) with Kilvey Hill. They travel on a steep trajectory towards the top of the hill. Intervening vegetation screens much of the application site along these routes though views are more available towards the top.

PRoW ST484 & BO484	High	These designated pathways are found c.800m to the east of the site, near Crymlyn bog. Views of the site here are limited, due to the intervening landform and adjacent solar development. Nevertheless, views from these footpaths are valued for their rural qualities in a relatively unique landscape in this area.
Wales Coastal Path	High-Very High	The Wales Coastal Path has been broken into three separate assessments for sensitivity: east, south and west. Each has been described in detail within Technical Appendices 7.2 and 7.3. The coastal path generally runs east-west past the site and contains a variety of different standpoints, warranting a range of sensitivities, due to nearby assets, detractors and other influences. The coastal path is an important designation within its context and therefore is attributed with sensitivity levels of between high and very high.
National Cycle Route	Medium	The National Cycle Route passes by the site to its west. Its views of Kilvey Hill are open and clear (albeit detracted) in places and hidden/non-existent in others. The nature of the cyclist's transitional experience however hampers the overall sensitivity of this receptor group. Arguably, users will be focussed on the path ahead of them, as opposed to the nearby landscape which subsequently results in a medium sensitivity.
Open Access Land	High-Very High	Open Access Land has been divided into on-site and offsite effects. Each has been described in detail within Technical Appendices 7.2 and 7.3. Both share similar sensitivities, being designated within the local landscape. Both however also vary in their exposure of the site in visual amenity terms.

		Open Access Land to the west is somewhat challenged by topography when searching for views towards Kilvey Hill. The Telecommunications towers are the only features visible from the area within these views. On-site effects will be rather more significant as detailed within Technical Appendix 7.3. Views of the site are clear and uninterrupted from an array of areas within this designation.
Road Users	Low-Medium	A variety of roads have been assessed within Technical Appendices 7.2 and 7.3. The A4217, Fabian Way and the existing access road from Bon-y-maen each have a varying level of visual connectivity with the site. The detailed assessment describes the experience of each user as they travel through these routes. Typically, the roads will range between low and medium sensitivity, depending on the size, speed limit and setting.
Residential Dwellings/Groups	Medium to High	Residential dwellings have been categorised by settlement and have been broken down within Technical Appendices 7.2 and 7.3. A variety of residential development surround the sites at different distances and of different sizes. Views from these areas have been attributed a sensitivity of between medium and high, depending on the nature of their setting, the quality of their views and detractors that are found close by.

7.6 Assessment of Potential Impacts

- 7.6.1 The development proposals for the Kilvey Hill development by Skyline Luge have been informed by inputs from EDP from the outset (EDP were instructed to provide ecological survey inputs in 2019 and have been active on the project since that time).
- 7.6.2 As a result of this, a range of mitigation measures are embedded as an intrinsic part of the scheme design. As such, an assessment of potential effects without these measures is unnecessary (as it will never happen) and could be misleading (as it would

overstate the impacts of the proposals as compared to the actual effects which will be experienced).

7.6.3 This ES chapter does not, therefore, provide an assessment of 'potential impacts'.

7.7 Mitigation Measures

7.7.1 As noted above, the proposed development as described in detail at Chapter 7 of this ES, incorporates a range of primary mitigation measures which EDP have advised on, working closely with the scheme architects and scheme landscape designers/masterplanners.

7.7.2 These measures are set out as follows:

- I. Site selection – the site has a strong visual relationship to the south, south-east, south-west, west and north-west, all of which areas are already dominated by commercial, industrial and residential urban form. This existing development generally desensitises viewers in the public realm from the potential effects of development (compared to if they were in a wholly rural location for example). The more rural areas around the site, further to the north-east and east, have limited visual connectivity to the proposed development and therefore effects are equally more limited.
- II. Avoidance – EDP's advice, provided from the outset of the design process from a landscape, arboricultural and ecological perspective, has been to avoid the higher value areas of the site and focus direct development impacts on the lower value areas. This has resulted in minimising the incursion of the proposals into the more open (and more valuable in biodiversity terms) grassland and heathland areas, and focusing features such as the luge tracks into the woodland where retained trees can screen and filter the proposals.
- III. Minimisation – the visibility of some features in some views cannot be avoided; indeed, it is not considered appropriate to try and screen/hide a tourism facility such as that proposed which is seeking to attract visitors from beyond the immediate area. Equally, given the nature of the proposals, as well as the inherent benefits of the site, it is important that views out of the site are protected, allowing an overall significant increase in the proportion of the public able to visit the site and enjoy this visual resource. On this basis, a careful balance has been struck in positioning features such as the cable car/gondola, the restaurant and the Sky Swing, to reduce their overall visibility while still allowing views from them over Swansea Bay, appropriately celebrating this valued landscape.
- IV. Embedded – while the construction of the site's features demands the removal of a number of areas of the existing landscape (with the focus being on those lower value features noted above) the proposals include for mitigation planting through a high quality, carefully considered landscape proposal prepared by the scheme landscape designers Ares Landscape Architects (ref. SSL-ALA-XX-XX-DR-L-0001-Landscape Illustrative Masterplan-Whole Site-PL2. This includes for replanting of disturbed areas with a range of native species, contributing to the overall enhancement of the site's landscape through the inclusion of higher value specimens/habitats than those which are lost (e.g., replacing removed poor quality coniferous plantation woodland with mixed

broad-leaved woodland and additional heath planting). Buildings and structures forming part of the proposals will also be subject to structural and ornamental planting to assist in softening their appearance and filtering/framing some views towards them.

- V. Management – the current site area, as part of the wider hill, is subject to very limited management, largely just that provided by the excellent work of local community volunteer groups and occasional actions undertaken by the Council and/or Natural Resources Wales. Within the site area, it is expected that a Landscape and Ecological Management Plan will be prepared (secured via planning condition) to ensure that the landscapes/habitats within are better managed to provide greater quality, diversity and longevity.

- 7.7.3 As can be seen from the above points, the proposed development seeks to retain important tree specimens and avoid disturbance to valuable individuals or groups on the site where possible. The continuous dialogue throughout the design process has sought to ensure that impacts occur in the least valuable habitat types.
- 7.7.4 In a multi-disciplinary capacity, EDP's Ecology team have undertaken site visits and habitat surveys at Kilvey Hill. Emerging from this was the importance of long-term management in terms of the mitigation planting adjacent to the tracks, but also in regard to the predominantly coniferous woodland to the east of the site's main body. This patch of woodland has been recognised within EDP's Retention and Removal Plan (Appendix EDP 5) as groups W27, W26, W70 and G38. Mostly coniferous, these clusters of plantation woodland are relatively un-diverse in ecological terms. It is the aspiration of all the project team, Natural Resources Wales ((NRW (as shown within their 'Forestry Management Systems' plan for Kilvey Hill, Appendix EDP 6 to Technical Appendix 7.1)) and local community groups (illustrated within the existing woodland management plan) that a much more diverse and ecologically rich landscape is sought within this area. NRW express a desire to see this zone transformed into a more 'open' landscape, (as shown within Appendix EDP 6 to Technical Appendix 7.1). It also shows a desire for more native woodland management to be used further north as shown in 'Lower Swansea Valley (Kilvey Hill Map 1)'.
- 7.7.5 These are collective objectives that can be achieved through the development of Kilvey Hill. Long term landscape and ecological objectives form part of the submission and strategy to provide further enhancement to this area. In general terms:
- 7.7.6 All planting will comprise predominantly native and locally prevalent species, and mainly broadleaf trees characteristic of the local landscape and at a variety of ages to enhance the landscape and ecological value of the proposals. Where possible, grassland will contain elements of wildflower swards. The long-term replacement of the coniferous woodland (with broadleaf) will offer the potential for biodiversity to thrive at all levels within the woodland. The existing canopy currently hampers understorey growth and through careful management, woodland glades will begin to encourage this long-term transformation.
- 7.7.7 The assessment of the Residual Impacts set out in the next section considers the proposals 'in the round' i.e., with all the above mitigation measures included.

7.8 Residual Impacts

- 7.8.1 In this section, the predicted effects on landscape character and visual amenity are assessed. The assessment uses the thresholds for magnitude, sensitivity and significance defined at Appendix EDP 2 (to Technical Appendix 7.1 to this ES) as a guide but moderates these where appropriate with professional judgement. Professional judgement is an important part of the assessment process; it is neither 'pro' nor 'anti' development but acknowledges that development may result in beneficial change as well as landscape harm. The assessment also takes account of the likely effectiveness of any proposed mitigation.
- 7.8.2 The assessment assesses the impacts on the site at three stages; during construction and beyond years 1 and 15. This is done to ensure that the different type/scale of effects arising from development are predicted and assessed at all points along the project timeline. As time progresses, the scheme and its impact evolve, for example, by year 15, mitigation measures will have matured and may screen the development more so than in year 1.

CONSTRUCTION EFFECTS

- 7.8.3 Construction activities, movement of site traffic, lighting, noise and sounds will be present within approved construction hours during the construction process. This is not unusual and will be carefully controlled by a conditioned construction method statement.
- 7.8.4 Recommendations for protection of retained trees and hedgerows, in accordance with relevant British Standards such as BS 5837, will ensure that the rooting areas of trees and hedgerows are not adversely affected by the construction process. This can also be secured through an appropriately worded planning condition requiring an Arboricultural Method Statement.
- 7.8.5 The construction phase is often the most disruptive stage of any project. Heavy vehicles are required for the movement of spoil and tree felling etc. A large workforce will be required to access the site, creating additional local impact to the site, but also to local roads and accesses. Installation of stanchions, and cable, although unique to this sort of proposal, will require large machinery to access the hill and bottom station. Site fencing will need to be erected for safety purposes throughout the construction phase. This critically alters the accessibility of the site during the construction stage. Tranquillity and subsequent character will remain impacted on whilst construction compounds and mesh/timber fencing is in place. These features will change the appearance and feeling whilst near/on the hill. Effects within the construction stage have been contained within Technical Appendix 7.2
- 7.8.6 All effects arising from the construction stage specifically are temporary and local. The predicted effects on character and visual amenity arising during the construction phase (as detailed in Technical Appendix 7.2) are as follows;

Table 7.3: Construction Stage Effects Summary

Receptor	Significance of Effect
Character Areas	
The Site	Major Adverse Significant
Swansea west	Minor Adverse Not Significant
Swansea east	Minor Adverse Not Significant
River Tawe	Minor Adverse Not Significant
Kilvey Hill	Major/-Moderate Adverse Significant
Crymlyn/ Crymlyn Bog	Moderate/Minor Adverse Not Significant
Visual Receptor Groups	
PRoW BO467	Major Adverse Significant
PRoW BO466 & BO473	Major/-moderate Adverse Significant
PRoW ST469A, ST469B, ST475, ST481A & ST481B	Moderate Adverse Not Significant
PRoW ST484 & BO484	Moderate/Minor Adverse Not Significant
Wales Coastal Path	Minor to Moderate Adverse Not Significant
National Cycle Route	Minor Adverse Not Significant
Open Access Land	Moderate/-Minor to Major Adverse Significant On-site Not Significant Off-site
Road Users	Minor/Negligible to Minor Adverse Not Significant
Residential Dwellings/Groups	Minor/Negligible to Moderate Adverse Not Significant

PREDICTED EFFECTS ON THE CHARACTER OF THE SITE AND WIDER CONTEXT DURING OPERATION (YEAR 1 AND 15)

- 7.8.7 Following construction/establishment of the landscape strategy (whichever is sooner), the predicted effects take into account suitable and appropriate management of existing and proposed landscape features, undertaken in accordance with a landscape/woodland management plan or similar.
- 7.8.8 It is a consequence of the nature of the development proposed that the visual and sensory character of the site would change substantially as a result of implementation. The magnitude of change is not an indication of bad design but is to be expected as the result of the introduction of a luge track, cable car, sky swing, zip lines, restaurant facilities and associated infrastructure within a mostly rural site, albeit with existing detractors, as set out within the baseline assessment.
- 7.8.9 The changes predicted to occur on the dimensions that contribute to the character of the site are described below and evaluated overall. Predicted effects on landscape character are structured using the same format utilised within Technical Appendix 7.3:
- The physical landscape: the site's topographic make-up will remain broadly the same, though there may be some localised 'plateauing' and cut/fill to allow for the luge track alignment and embankments as well as during installation and for maintenance access. The proposals at the top of the hill will have limited impact on the physical form of the existing underlying site topography, aside from the addition of the various buildings and the way these 'lie' on the hilltop. The restaurant and top gondola will bring about a multi-level change to the landscape as it currently stands, however given the context of the entire site, this change is proportionately small in scale;
 - The site's visual and sensory character: the site's visual and sensory characteristics will change from their current state. Areas such as the car park, adjacent to the bottom station will be minimally altered, in that it will remain a car park and entrance to the amenities of the hill, however a base station (bottom gondola) will bring additional built form to what is currently there. A large building to accommodate the public and their transportation on the top of the hill will be introduced into what is currently a level car park. Areas such as the top of the hill will, unsurprisingly, be visually altered as a result of the proposals. The area will largely retain its hilltop features. Much of its vegetation and access routes will remain. However, through the development of the café, top gondola station etc, it will see the loss of certain trees, shrubs and grassland, where the building footprints are proposed. Additionally, a large area of hardstanding, stepped level changes and man-made platforms will change the visual and sensory aspects following their imposition. A key point, however, to mention, is that the top of Kilvey Hill features two large telecommunication masts and several associated buildings with fences, visible from all around Swansea. Although slim in structure, they establish a built form influence on the hilltop, detracting from the rural surroundings and thus, de-sensitising the hilltop somewhat. The visual and sensory aspects of the landscape (especially towards the heart of the site, where the tracks will run) will be impacted upon, given that the 'woodland' character will be altering slightly, through some removal to accommodate the luge route, chairlift and zip wires. This will not change the character entirely given that the access road already passes through this part of the site, however the tranquillity of the area will be impacted and the introduction of concrete tracks, inevitably will alter the visual appearance of the site, albeit softened with new planting;

- **Landscape fabric and habitats:** the development of the site will change the fabric and habitats of certain areas. Where a luge track is introduced, the existing landscape features (coniferous woodland for example) will be impacted. Other features within the proposals will also bring about change to the hill's make-up, such as the large restaurant building, gondola top station and associated public realm development. Other areas on-site will be less impacted upon - examples of this are the overhead elements such as the chairlifts and gondola. Although in the construction phase, there will be lots of disturbance, this will diminish through time, given the intermittent impacts of the stanchion footprints. The character of the hill's fabric and habitats will invariably change through the implementation of the proposals, but the typical built form of the elements within the tourist attraction will be less intrusive than say a housing development;
- **Historic Landscape Character:** the majority of the site context's historical interest is found near the river corridor, with listed buildings and scheduled monuments within a short distance of the site boundary. Additionally, as identified within Technical Appendix 7.1, there are also several historical features within the site, closer to the top of the hill, that contribute to its character; the Quakers seat lookout, windmill ruin and stone circles for example. The proposals seek to avoid any direct impact upon these heritage assets. The historic fabric of the site will remain largely unchanged;
- **Cultural connections:** EDP's field and desk-based assessment recognised the variety of activities undertaken within the site as well as its formal and informal walking/cycling routes. Most of the current activities which occur freely on the site will continue to be available in the context of the proposals. It will then be enhanced with the site's new offering of gravity-based activities and enhancements to the walking/cycling routes. New infrastructure will allow the cultural and recreational value of Kilvey Hill to be recognised by a significantly increased number of people. The gondola will also offer greater accessibility for both able and non-able-bodied people, for whom the hill would otherwise not be viable to enjoy. The proposals bring about more opportunities for this character area, making the hill more of a recreational hub: the luge track, zip line, sky swing all bring recreational users to the site to enjoy its amenities.

7.8.10 The detailed impacts on character brought about from the development, for years 1 and 15 have been summarised within Technical Appendix 7.3. All effects shown are local and permanent in nature. Table 7.4 summarises these effects;

Table 7.4: Operational Stage Effects Summary

Receptor	Significance of Effect	
Character Areas	Year 1	Year 15
The Site	Moderate Adverse Significant	Moderate Adverse Significant
Swansea west	Minor Adverse Not Significant	Minor Adverse Not Significant
Swansea east	Minor Adverse	Minor/-Negligible Adverse

	Not Significant	Not Significant
River Tawe	Minor Neutral Not Significant	Minor Neutral Not Significant
Kilvey Hill	Moderate Adverse Significant	Moderate Adverse Significant
Crymlyn/ Crymlyn Bog	Minor Adverse Not Significant	Minor Adverse Not Significant

PREDICTED EFFECTS ON VISUAL AMENITY OF THE SITE AND WIDER CONTEXT DURING OPERATION (YEAR 1 AND YEAR 15)

7.8.11 Visual effects relate to changes that arise in the composition of available views as a result of changes to the landscape, to people's responses to the changes and to the overall effects with respect to visual amenity. Effects on these receptors are derived through the changes to the views experienced and through this, the change to the overall visual amenity of the study area as brought about by the proposed development.

7.8.12 Technical Appendix 7.5 illustrates the changes predicted to be seen from a selection of EDP's photoviewpoints, listed below. Views supported by photomontages are PVP's 2, 4, 5, 9, 10 and 13. This Technical Appendix also predicts how the views are likely to evolve through time, from year 1 of the project to year 15.

7.8.13 The table below provides a summary of the consideration of effects on each of the selected individual representative views recorded through EDP's Photoviewpoints during the operation of the site:

Table 7.5: Summary of Effects on EDP's Photoviewpoints

PVP No; Receptor	Sensitivity	Magnitude of Change		Level of Effect	
		Year 1	Year 15	Year 1	Year 15
PVP EDP 1 PRoW Users	High	High	High	Major/Moderate	Major/Moderate
PVP EDP 2 PRoW Users	High	High	High	Major/Moderate	Major/Moderate
PVP EDP 3 Pedestrians, Cyclists	Medium	High	High	Moderate	Moderate
PVP EDP 4 Pedestrians, Cyclists	Medium	Medium	Medium	Moderate/-Minor	Moderate/-Minor

PVP No; Receptor	Sensitivity	Magnitude of Change		Level of Effect	
		Year 1	Year 15	Year 1	Year 15
PVP EDP 5 Pedestrians, Road Users	Low	Medium	Medium	Minor	Minor
PVP EDP 6 Pedestrians, Cyclists	Medium	Low	Low	Minor	Minor
PVP EDP 7 Pedestrians, Cyclists	Medium	Very Low	Very Low	Minor/Negligible	Minor/Negligible
PVP EDP 8 Pedestrians, PRoW Users	Medium	Very Low	Very Low	Minor/Negligible	Minor/Negligible
PVP EDP 9 Pedestrians, Coastal Path Users, Cyclists	Very High	Medium	Medium	Major/Moderate	Major/Moderate
PVP EDP 10 Pedestrians, Coastal Path Users, Cyclists, Road Users	Very High	Medium	Medium	Major/Moderate	Major/Moderate
PVP EDP 11 Pedestrians, Cyclists	Medium	Medium	Medium	Moderate/-Minor	Moderate/-Minor
PVP EDP 12 Pedestrians, Road Users	High	Very Low	Very Low	Minor	Minor
PVP EDP 13 Coastal Path Users, Pedestrians, Cyclists	Very High	Very Low	Very Low	Moderate/Minor	Moderate/Minor
PVP EDP 14 PRoW Users, Pedestrians	Medium	Low	Low	Minor	Minor

7.8.14 The consideration of effects on the specific Photoviewpoints underpins a wider consideration of effects on visual receptor groups. The effects on the visual amenity of

receptors within and surrounding the site, during its operation, have been assessed in detail within Technical Appendix 7.3. This assessment addresses year 1 and 15 of operation. All effects are permanent and local. The judgements below are also supported by Technical Appendix 7.5, which illustrate the development superimposed on the landscape and shown from the most sensitive views/receptor groups available, of those recorded by EDP. Detailed commentary of these effects and how they are likely to evolve through time, are discussed within Technical Appendix 7.3. The table below summarises these impacts;

Table 7.6: Effects on Visual Receptor Groups during Operation

Receptor	Significance of Effect	Significance of Effect
Visual Receptor	Year 1	Year 15
PRoW BO467	Major Adverse Significant	Major/-Moderate Adverse Significant
PRoW BO466 and BO473	Major/-Moderate Adverse Significant	Major/-moderate Adverse Significant
PRoW ST469A, ST469B, ST475, ST481A and ST481B	Moderate Adverse Not Significant	Moderate Adverse Not Significant
PRoW ST484 and BO484	Moderate/Minor Adverse Not Significant	Moderate/Minor Adverse Not Significant
Wales Coastal Path	Minor to Moderate Adverse Not Significant	Minor to Moderate Adverse Not Significant
National Cycle Route	Minor Adverse Not Significant	Minor Adverse Not Significant
Open Access Land	Moderate/-Minor to Major Adverse Significant On-site Not Significant Off-site	Moderate/Minor to Major/-Moderate Adverse Significant On-site Not Significant Off-site
Road Users	Minor/Negligible to Minor Adverse Not Significant	Minor/Negligible to Minor Adverse Not Significant
Residential Dwellings/Groups	Minor/Negligible to Moderate Adverse Not Significant	Minor/Negligible to Moderate Adverse Not Significant

7.9 Night-Time Effects

- 7.9.1 The proposed development scheme for the Skyline site includes for a degree of night-time lighting. Some of this will be for security/safety reasons and some will be for decorative purposes, to add to the experience of visiting the site at night and riding the luge tracks etc. It is understood that some limited, low level security lighting may be required to remain throughout the night, whereas the more decorative elements will be limited to operational hours.
- 7.9.2 The Skyline team have extensive experience of such lighting and, notably, their existing parks in other countries include facilities located within National Parks, within

Dark Skies Reserves and within very sensitive habitats. All such locations would be considered more sensitive than Kilvey Hill. It is EDP's understanding that the lighting of such facilities utilises very sensitive and carefully considered lighting design using appropriate lamps and deflectors to ensure light spill and light pollution are minimised. This is the intended approach to be used at Kilvey Hill, partly to protect the wildlife of the site and partly to minimise night-time effects on Landscape Character and Visual Amenity.

- 7.9.3 As a result, it is anticipated that during operational hours, when all decorative lighting may be in use, the night-time effects of the development will echo those experienced in the daytime. As such there are likely to be significant effects on the character of the Skyline site area and on the overall character of Kilvey Hill, and onsite public users will experience a significant effect on their visual amenity, whether on the PRow routes or within the open access land.
- 7.9.4 It is not anticipated that significant visual or landscape effects will be experienced beyond the hill. The context to the hill is heavily urbanised and already intensively lit through a combination of highways lighting, residential lighting, lit advertising board, private residential lighting (including spill from windows, security lights etc) and from the lights of active vehicles. As such, while the lighting of the Skyline facilities may be visible in views from around the city, this is not considered to give rise to any additional significant night-time effects.

7.10 Cumulative Effects

- 7.10.1 Chapter 3 of this ES provides details of the extent of projects which are to be considered as part of the cumulative impact assessment. These are operational, approved, or in-planning schemes in the area surrounding the Application Site.
- 7.10.2 The identification of sites for the purposes of consideration as part of the cumulative assessment draws upon information gathered as part of the consultation process during which the Local Planning Authority identified the need to consider the following developments:
- SD J: Swansea Central Area
 - SD K: Fabian Way Corridor
 - SD L: Tawe Riverside and Hafod Morfa Copperworks
 - Proposed solar farm at Tir John Landfill
 - Existing solar farm at Carn Nicholas Farm
 - Non-strategic housing sites within the Bonymaen and St Thomas wards
 - H1.5 Land at Upper Bank, Nantong Way, Landore
 - H1.6 Land at Jersey Road opposite numbers 16-38, Pentrechwyth
 - H1.8 Land at Ty Draw Road and Llanerch Road, Bonymaen
 - H1.18 Land at David Williams Terrace, Port Tennant
- 7.10.3 Chapter 3 of the ES provides further detail of specific planning applications related to each of the above developments/ development areas. These resources have been reviewed and inform the findings of the assessment of the landscape and visual effects of the cumulative proposals.
- 7.10.4 It should be noted that due to the fact that the Carn Nicholas Solar Farm is already in physical existence and is fully operational adjacent to the site, this development has

been treated as part of the baseline condition of the local landscape and is not therefore considered within this cumulative consideration (to avoid 'double counting' of effects).

7.10.5 The proposed solar farm at Tir John Landfill lies to the east of Kilvey Hill and has the potential to be visible simultaneously with some elements of the proposed Skyline scheme, specifically the Sky Swing and restaurant. All other aspects of the Skyline proposals are likely to be concealed in views towards the solar farm, particularly from the more open and sensitive landscapes to its east.

7.10.6 All other cumulative sites identified above comprise either non-strategic housing sites (ranging from 15 to 131 new homes) or Strategic Development Areas comprising a mix of uses (generally commercial, leisure, residential and open space). Each of these, and these in combination, have the potential to be visible alongside the proposed Skyline scheme from a variety of vantagepoints around the city and its environs, and result in a range of effects upon receptors in these areas. However, it is important to acknowledge that all of these development areas, lie within existing heavily developed areas – the city centre, the river corridor and the existing settlements to the north and south of the site. This itself reduces the potential for any significant effects, particularly in the context of the Skyline proposals which are comparatively 'light' in terms of their wider visual effects on the wider landscape character.

7.10.7 All effects on identified receptors arising from the cumulative development proposals are considered in detail within Table 7.4.1 within Technical Appendix 7.4 to this chapter of the ES. In summary, this assessment identifies that:

- There continues to be significant and Adverse effects on the site itself, in line with the consideration of the proposals in isolation. Cumulative effects do not elevate these results.
- Generally, cumulative effects on the character of the landscape context to the site are found to be not significant, with the exception being Crymlyn/Crymlyn Bog which experiences a Major effect (significant). However, this effect is entirely driven by the Tir John Solar Farm proposals and is unaffected by the Skyline proposals or any other of the cumulative sites. This is therefore not really a cumulative effect.
- A number of public rights of way experience significant effects from the cumulative proposals but these generally result from the closest of the cumulative sites to the receptor and include many areas which will see beneficial effects result from regeneration and enhancement within Strategic Development Sites. This is also the case for the Wales Coastal Path which will benefit from regeneration and development within SD J and SD K (assuming these are planned appropriately in line with policy).
- A similar result is found with regard to the National Cycle Route which should see a significant beneficial effect resulting from being within SD L and between SD J and K.
- Open Access Land splits into two areas which independently experience high levels of change resulting from two different cumulative sites. These result in a significant adverse effect but one which is not really cumulative in its derivation.
- Road users and residential receptors show a wide range of sensitivities and experience markedly different degrees of change depending on their specific location and context. This gives rise to a wide range of effects, but all are considered to be not significant given the context and the activities of the receptors.

7.11 Conclusions

- 7.11.1 EDP is an independent environmental consultancy and Registered Practice of the Landscape Institute specialising the assessment of developments at all scales across the UK.
- 7.11.2 The Landscape and Visual Impact Assessment Baseline set out within this ES Chapter has summarised the findings of a comprehensive landscape data trawl and field appraisal undertaken by EDP's Landscape team and the assessment of the development proposals as described within Chapter 7 in terms of their impacts on the Landscape Character of the site and its surroundings, and on the Visual Amenity of people in the landscape who may experience views of/towards the site.
- 7.11.3 The appraisal acknowledges that any development that introduces a tourism attraction of this scale into an existing elevated and naturalistic hillside site will have an effect on its landscape character. The site is recognised to be sensitive in many aspects, especially in ecological and cultural terms. Although it is difficult for proposals to avoid any change to the hill in respect to these sensitivities, the proposals are sympathetic in their approach to retain and enhance accessibility, protect cultural/historic amenities on-site and provide long term enhanced management objectives for the habitats and wildlife of the hill.
- 7.11.4 The site is not considered of such quality, value or sensitivity to warrant protection from this change and, indeed, without development will see change anyway given the age and condition of its existing woodlands. These habitats are already in decline (and were planned for removal and replacement under NRW's stewardship) and self-seeded pines are also encroaching on the open grassland areas, threatening the future of those more valuable habitats also.
- 7.11.5 The potential for anti-social activity to significantly impact the character and condition of the site cannot be overlooked either, with erosion caused by off-road motorbike activity and large-scale damage through acts of arson. While the hill has a naturalistic character and tranquillity which is clearly appreciated by its current users, it must be recognised that that these qualities are already under significant threat. Greater degrees of activity within the hill offer an opportunity to get the site area under better management and better security, protecting retained habitats for future generations. It is understood that Skyline and the Council wish to explore opportunities for a 'Whole Hill' management approach, and this is strongly encouraged to spread the benefits to the wider hill.
- 7.11.6 The site's landscape/townscape context will also be influenced by the proposed changes, but is already characterised and dominated by urban form and influences which largely de-sensitise receptors to the effects of the scheme. Even to the east of the site, where there is a gap in the otherwise encircling urban area, the recently constructed solar farm adds significant built form into the landscape.

Significant Landscape and Visual Effects

Construction Stage

- 7.11.7 During the construction of the site, EDP's assessment has identified that the only significant effects on Landscape Character will be experienced within the site itself and within the bounds of the wider Kilvey Hill character area. These significant effects,

arising from the construction activity – excavations, vehicle movements, material movements and construction of the proposed facility – will be adverse, temporary in nature and affect only the site itself. While every effort has been made to mitigate effects through sensitive design and avoidance of key features, the impacts of the change to the site cannot be avoided nor minimised further.

- 7.11.8 Effects on visual receptors during the construction stage are similarly constrained to receptors within the site or on the PRow or Open Access Land on Kilvey Hill and again, while every effort has been made to reduce impacts, significant adverse effects are unavoidable when experienced at close hand.

Operational Stage

- 7.11.9 During the operational stage, following the completion of the construction of the site and the delivery of the proposed landscaping and management regime the effects of the scheme begin to soften further – to a limited extent at year 1 but increasingly so by year 15 as planting matures and management of the woodland begins to deliver a change to a broad-leafed character. Built form on the site will also begin to weather and settle into its surroundings.
- 7.11.10 Effects on landscape and visual receptors have been identified to be the same at Year 1 and Year 15. This is not to diminish the value, importance or appropriateness of the proposed mitigation but rather it reflects the fact that significant effects are only experienced onsite and within the bounds of Kilvey Hill as a whole. Here effects are acknowledged to be significant and adverse despite the quality of the design and the commitment to minimise impacts and mitigate residual effects.
- 7.11.11 No additional significant night-time effects are anticipated to arise from the scheme, given the nature of the surrounding urban area which is already heavily lit. Night-time lighting does however extend the identified significant onsite and on-hill effects into the hours of darkness (during the operational hours of the scheme).
- 7.11.12 No truly cumulative effects have been identified through a review of the cumulative sites considered. In some instances, significant effects do arise within that collection of proposals, but these are often created by the individual impacts on one particular scheme, not the combination of this with the Kilvey Hill proposals. Cumulative effects are not considered significant.

Overall Conclusions

- 7.11.13 It is perhaps unsurprising that the delivery of a world class tourism facility on what is presently a naturalistic hilltop site gives rise to some significant landscape and visual effects. This has been identified to be the case with the Skyline proposals.
- 7.11.14 It is important to note however that no significant effects have been identified to extend beyond the bounds of the hill itself – only those visiting the hill will be affected by the proposals to any significant extent, with its character and internal views undoubtedly changed by the proposed scheme and views notably altered by the imposition of features such as the cable-car gondolas, the luge tracks, zip wires, Sky Swing and restaurant.
- 7.11.15 The proposals have been carefully considered to minimise the loss of valuable habitats on site and include proposals for replanting to soften the effects the changes and

mitigate the biodiversity effects. Over time, through proposed long-term management, the scheme offers an opportunity to deliver significant enhancement in this regard through a gradual conversion of the poor quality non-native coniferous woodland into a more appropriate broad-leafed native mix. Furthermore, management of the onsite grasslands will also be enhanced, stopping the ongoing spread of self-seeded woodland and enhancing this habitat for its resident wildlife. If it is possible to deliver a similar level of management and enhancement to the wider Kilvey Hill woodland/grassland through a 'Whole Hill' management approach delivered by Skyline, the Council and local community groups then this should be wholeheartedly pursued, though lies outside the bounds of this current planning application and this assessment.

- 7.11.16 Overall, the limiting of significant landscape and visual effects to just the site and the hill, as assessed through the application of the recognised methodology set out within GLVIA is considered an acceptable and unavoidable outcome of the proposals and does not reflect any failing of design on their part. Indeed, considerable effort has been made to minimise the effects of the scheme and allow proposals to settle into the receiving environment insofar as is possible.
- 7.11.17 However, the assessment of effects via GLVIA methodology overlooks a key aspect of the scheme; While it considers the effect on the landscape character and on the visual amenity of receptors looking at the site, it does not consider the accessibility of the site as a whole or the degree to which the numbers of people able to enjoy the site's landscape character and views from it, over the city and Swansea Bay, will increase as a result of the proposals.
- 7.11.18 At present, it is clear that those people who use and enjoy the site in its current condition cherish its landscape character and the views which it offers to the wider landscape. This is entirely understandable given the qualities of the site. However, it has to be acknowledged that this is a relatively small cohort of mostly local people to the site. The use and appreciation of the Hill by the wider population of Swansea (and beyond) is extremely limited; overall, this is an underutilised and under-appreciated area of the landscape.
- 7.11.19 The Skyline proposals offer an opportunity to open up access to the site to a significantly greater number of people, extending its appreciation and the enjoyment of its landscape character and the views it offers over the city and the bay to all its future users, including those who would presently find it inaccessible. This is considered to be a significant benefit in landscape and visual terms and tempers the overall balance of effects in favour of the proposals.

**Land at Kilvey Hill and
Landore Park & Ride Facility**

ENVIRONMENTAL STATEMENT

VOLUME 2

CHAPTER 8: SUMMARY AND CONCLUSIONS

9.0 SUMMARY AND CONCLUSIONS

- 9.1 This Environmental Statement has been prepared on behalf of Skyline Swansea to accompany a full planning application submitted to The City and County of Swansea Council (CCS) in respect of a proposed leisure development. The planning application description is as follows:

New leisure development comprising gondola stations with gondola and associated infrastructure, multi purpose visitor building including the sale of food and drink with associated outside seating and hardstanding, together with luge tracks, chairlift, swingswing, mountain bike trails, access routes, zipline and supporting infrastructure, ancillary buildings for staff and maintenance, ground profiling works, landscaping, temporary construction access and compound, drainage works, plant, highway works, demolition of park and ride terminal and associated works

- 9.2 This Chapter summarises the findings of the Environmental Impact Assessment (EIA) for the construction and operation of the proposed development, which has been deemed as necessary for the extent of the proposed development which is the subject of this planning application.
- 9.3 A screening opinion was originally requested from The City and County of Swansea Council in accordance with Regulation 6(2) of The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017. On the 3rd February 2023 a scoping opinion in relation to the development was received from The City and County of Swansea Council's Planning Department.
- 9.4 The key technical issues identified which are the subject of this Environmental Impact Assessment are as follows:
- Landscape and Visual Impact
- 9.5 The assessment described in this Environmental Statement (ES) relates to the design of the scheme as it stands in May 2021. The ES is published in three volumes:
- Volume 1: Non-Technical Summary
 - Volume 2: Written Statement; and
 - Volume 3: Appendices to Written Statement
- 9.6 The Environmental Impact Assessment was managed by Asbri Planning Ltd. with guidance from an expert consultant team comprising EDP.
- 9.7 The technical chapter (Chapter 7) have benefitted from thorough and appropriate assessment to an agreed scope. Each respective assessment has resulted in the identification of potential impacts, the implementation of necessary mitigation and an assessment of those residual impacts which remain.

Landscape and Visual Impact

- 9.8 **Chapter 7** assesses the likely significant effects of the proposed development on Landscape and Visual Impact.
- 9.9 The chapter firstly outlines the sensitivity of receptors in the area. Both Swansea West and East are wholly urban area comprising a number of communities in conjoined settlements. Limited landscape receptors of value and limited susceptibility to the

proposed development. The river Tawe is more sensitive but is heavily influenced by existing urban form to either side and with low susceptibility to the development proposed. Kilvey Hill has high-quality landscape resource with clear amenity value to the local community (limited value to the wider community of Swansea), but suffers from limited management, predominantly non-native tree stock, existing telecommunications and energy infrastructure and anti-social activity (which periodically threatens the character of the whole of the hill through arson).

- 9.10 The site's visual and sensory character: the site's visual and sensory characteristics will change from their current state. Areas such as the car park, adjacent to the bottom station will be minimally altered, in that it will remain a car park and entrance to the amenities of the hill, however a base station (bottom gondola) will bring additional built form to what is currently there. A large building to accommodate the public and their transportation on the top of the hill will be introduced into what is currently a level car park.
- 9.11 Areas such as the top of the hill will, unsurprisingly, be visually altered as a result of the proposals. The area will largely retain its hilltop features. Much of its vegetation and access routes will remain. However, through the development of the café, top gondola station etc, it will see the loss of certain trees, shrubs and grassland, where the building footprints are proposed. Additionally, a large area of hardstanding, stepped level changes and man-made platforms will change the visual and sensory aspects following their imposition. A key point, however, to mention, is that the top of Kilvey Hill features two large telecommunication masts and several associated buildings with fences, visible from all around Swansea. Although slim in structure, they establish a built form influence on the hilltop, detracting from the rural surroundings and thus, de-sensitising the hilltop somewhat. The visual and sensory aspects of the landscape (especially towards the heart of the site, where the tracks will run) will be impacted upon, given that the 'woodland' character will be altering slightly, through some removal to accommodate the luge route, chairlift and zip wires. This will not change the character entirely given that the access road already passes through this part of the site, however the tranquillity of the area will be impacted and the introduction of concrete tracks, inevitably will alter the visual appearance of the site, albeit softened with new planting.
- 9.12 The site is not considered of such quality, value or sensitivity to warrant protection from this change and, indeed, without development will see change anyway given the age and condition of its existing woodlands. These habitats are already in decline (and were planned for removal and replacement under NRW's stewardship) and self-seeded pines are also encroaching on the open grassland areas, threatening the future of those more valuable habitats also.
- 9.13 The site's landscape/townscape context will also be influenced by the proposed changes, but is already characterised and dominated by urban form and influences which largely de-sensitise receptors to the effects of the scheme. Even to the east of the site, where there is a gap in the otherwise encircling urban area, the recently constructed solar farm adds significant built form into the landscape.
- 9.14 No significant effects have been identified to extend beyond the bounds of the hill itself – only those visiting the hill will be affected by the proposals to any significant extent, with its character and internal views undoubtedly changed by the proposed scheme and views notably altered by the imposition of features such as the cable-car gondolas, the luge tracks, zip wires, Sky Swing and restaurant.
- 9.15 The proposals have been carefully considered to minimise the loss of valuable habitats

on site and include proposals for replanting to soften the effects the changes and mitigate the biodiversity effects. Over time, through proposed long-term management, the scheme offers an opportunity to deliver significant enhancement in this regard through a gradual conversion of the poor quality non-native coniferous woodland into a more appropriate broad-leafed native mix. Furthermore, management of the onsite grasslands will also be enhanced, stopping the ongoing spread of self-seeded woodland and enhancing this habitat for its resident wildlife. If it is possible to deliver a similar level of management and enhancement to the wider Kilvey Hill woodland/grassland through a 'Whole Hill' management approach delivered by Skyline, the Council and local community groups then this should be wholeheartedly pursued, though lies outside the bounds of this current planning application and this assessment.

- 9.16 The Skyline proposals offer an opportunity to open up access to the site to a significantly greater number of people, extending its appreciation and the enjoyment of its landscape character and the views it offers over the city and the bay to all its future users, including those who would presently find it inaccessible. This is considered to be a significant benefit in landscape and visual terms and tempers the overall balance of effects in favour of the proposals.

Summary

- 9.17 The Development has been subject to a thorough analysis of environmental constraints and opportunities and as the process evolved, measures have been incorporated into the proposals to avoid, reduce or offset environmental effects. Where this has not been possible, further mitigation measures have been proposed.
- 9.18 In conclusion, the ES has identified that the Development:
- Will provide the delivery of a world class tourism facility;
 - Ecological and landscape enhancements;
 - The integration of drainage with landscape, ecology and amenity features;
 - Offer an opportunity to open up access to the site to a significantly greater number of people;
 - Job creation both direct and indirect
- 9.19 The appraisal acknowledges that any development that introduces a tourism attraction of this scale into an existing elevated and naturalistic hillside site will have an effect on its landscape character.

**Land at Kilvey Hill and
Landore Park & Ride Facility,
Swansea**

ENVIRONMENTAL STATEMENT

**VOLUME 2
GLOSSARY AND ABBREVIATIONS**

GLOSSARY AND ABBREVIATIONS

Glossary

All Chapters	
Amenity	The perceived quality of life in terms of the value attached to a place or space or a person's home in terms of ensuring adequate living standards.
Applicant	Skyline Swansea Ltd.
Baseline	Environmental conditions at a specific point in time against which potential future changes can be assessed or measured.
Betterment	The process of improving a standard or status.
Climate Change	The change in the statistical distribution of weather patterns when the change lasts for an extended period of time.
Conservation Objectives	Measures to conserve or restore the ecological feature to prevent deterioration or significant disturbance to the feature.
Construction	All construction and demolition works associated with the proposed development
Construction Environmental Management Plan (CEMP)	The aim of the CEMP is to set out the responsibilities with regard to compliance with legislation and to implement mitigation measures. It details management measures to minimise environmental impact from the development construction.
Consultation bodies	Anybody specified in the relevant EIA Regulations which the local planning authority must consult in respect of an EIA, and which also has a duty to provide a scoping opinion and information
Cumulative effects	The summation of effects that result from changes caused by a development in conjunction with other, past, present or reasonably foreseeable actions.
Cumulative Impacts	A number of developments in a locality or a continuous activity over time that together may have an increased impact on the environment, local community or economy.
Countryside	All land that lies outside the defined settlements, as identified on the Proposals Map, where new development will be carefully managed.
Designation	The formal designation of an area defined by statute e.g. site of special scientific interest or a general term used for policies which can be plotted geographically on a proposals map e.g. green barrier, conservation area etc.
Development	Section 55 of the Town & Country Planning Act 1990 defines development as 'The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land'.
Development Advice Map	Zones of varying degrees of fluvial flood risk designated by Natural Resources Wales with Zone A being at least risk of flooding and Zone C at highest risk of flooding.
Direct effect	An effect that is directly attributable to the proposed development
Effect	A change to the environment arising as a result of the proposed development
EIA Regulations	The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017
Environmental Management Plan (EMP)	A specific plan to ensure that appropriate environmental management practises are followed during a projects construction and/or operation.

Environmental Impact Assessment	The process by which information about the likely environmental effects of certain types of development (by virtue of size, type and nature) is collected, assessed and taken into account in deciding whether planning permission should be granted.
Environmental Statement	The document which is produced following an environmental impact assessment and which accompanies the planning application.
Green Infrastructure (GI)	The network of multi-functional green space, encompassing both land and water (blue space). The Green Infrastructure areas include existing and new Green infrastructure (created) features in both rural and urban areas. The Green Infrastructure network delivers a wide range of ecosystem benefits including environmental and quality of life benefits for local communities.
Green Field	Land which has not previously been built on
Habitat	A site or area inhabited by and supporting the existing of a particular plant or animal (often referred to in the context of protected species).
Hectare	An area of land the equivalent of 2.471 acres or 10,000 sq m (107642 sq ft).
Indirect effects	Effects that result indirectly from the proposed project as a consequence of the direct effects, often occurring away from the site, or as a result of a sequence of interrelationships or a complex pathway. They may be separated by distance or in time from the source of the effects
Iterative design process	The process by which project design is amended and improved by successive stages of refinement which respond to growing understanding of environmental issues
Land Allocations	The allocation of land for specific uses in the Council's Local Development Plan.
Land use	What land is used for, based on broad categories of functional land cover, such as urban and industrial use and the different types of agriculture and forestry
Local Development Plan	The required statutory development plan for each local planning authority area in Wales under Part 6 of the Planning and Compulsory Purchase Act 2004, which identifies the plan for the future development of the local planning authority area.
Local Planning Authority	The local government body that is empowered by law to determine planning applications and exercise planning functions
Magnitude (of effect)	A term that combines judgements about the size and scale of the effect, the extent of the area over which it occurs, whether it is reversible or irreversible and whether it is short or long term in duration.
Material planning consideration	Factors to be taken into account when determining planning applications, which fairly and reasonably relate to the proposal and which are planning issues such as social, economic and environmental.
Master Planning	The comprehensive planning of a particular area to ensure a mix of complementary land uses, environmental protection and quality of place.
Mitigation Hierarchy	A tool that guides users towards limiting as far as possible the negative impacts on biodiversity from the development project.
Mitigation Measures	Actions proposed to minimise adverse effect arising from whole or particular elements of a development including any process, activity to avoid, reduce or compensate for any adverse environmental effect of a development project
Non-Technical	A report which briefly summaries the main matters addresses in the

Summary	Environmental Statement in a clear, non-technical manner with no technical jargon
Placemaking	Is both a process and a tool to collectively design and manage the public realm to create quality places that are appealing, accessible, safe and support social interaction and amenities and that people may want to live and work in.
Public Rights of Way (PROW)	Paths that the public have a right to pass. PROWs are inclusive of footpaths, bridleways and byways.
Receptor	A recipient that has the potential to be affected by the proposed development. This can include humans, animals, plants, buildings or natural features such as water or air
Residual Effects	Those effects of a development that cannot be mitigated following implementation of mitigation measures.
Scoping	An exercise to determine the topics to be addressed within the Environmental Statement.
Sensitivity	A term applied to specific receptors, combining judgements of the susceptibility of the receptor to the specific type of change or development proposed and the value related to that receptor
Significance	A measure of the importance or gravity of the environmental effect, defined by significance criteria specific to the environmental topic
Significant Effect	An effect that either supports or undermines (positive or adverse impact/effect) biodiversity conservation objectives for 'important ecological features' or for biodiversity in general
Site of Importance for Nature Conservation (SINC)	The best sites for wildlife in the County. They are a comprehensive suite of local wildlife sites that are of high value for biodiversity, with habitats and species that are uncommon in the County and sometimes further afield.
Spatial Distribution	The arrangement of a phenomenon across the Earth's surface.
Specification	A written schedule of works required for a particular project (by a curator, planning archaeologist or client), set out in sufficient detail to be quantifiable, implemented and monitored. Normally prepared by or agreed with the relevant curator.
Statutory Designations	Provide the legal status that protects wildlife sites.
Sustainability Appraisal	A process that considers the extent to which the components of sustainable development (economic development, social well-being, environmental protection and resource conservation) have been integrated within the Development Plan.
Topography	The arrangement of the natural and artificial physical features of an area.
Use Class	The categories given in town planning to particular uses.

Abbreviations

CEMP	Construction Environmental Management Plan
DAM	Development Advice Map
EIA	Environmental Impact Assessment
ES	Environmental Statement
EU	European Union
LDP	Local Development Plan
LPA	Local Planning Authority
PPW	Planning Policy Wales

PROW
SCC
SINC
SPG
TAN

Public Right of Way
Swansea City Council
Site of Importance for Nature Conservation
Supplementary Planning Guidance
Technical Advice Note

**Land at Kilvey Hill and
Landore Park & Ride Facility,
Swansea**

ENVIRONMENTAL STATEMENT

**VOLUME 3
APPENDICES TO WRITTEN STATEMENT
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Appendix 1.1: Screening Opinion



City & County of Swansea / Dinas a Sir Abertawe

Directorate of Place / Cyfarwyddiaeth Lleoedd

Planning and City Regeneration / Cynllunio ac Adfywio'r Ddinas

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Date: 3rd February 2023

Dear Sir/Madam

TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) (WALES) REGULATIONS 2017

Application No: 2022/2986/SCR
Site Location: Land At Kilvey Hill And Landore Park & Ride Facility Swansea
Proposal: SCREENING OPINION for a new leisure development comprising a gondola station with parking at the park and ride site, with gondola and associated infrastructure transporting visitors to the top of Kilvey Hill where a new food and beverage offering, together with leisure activities comprising luge tracks, ziplines, sky swing, mountain bike trails and supporting infrastructure and associated works

I refer to your screening opinion request for the above development.

In accordance with the above Regulations, please find enclosed a copy of the screening opinion of the Local Planning Authority, which is that an Environmental Impact Assessment **is** required.

Yours sincerely

Ian Davies

Ian Davies
Development Manager

TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) (WALES) REGULATIONS 2017

APPLICATION NO: 2022/2986/SCR
FOR: SCREENING OPINION for a new leisure development comprising a gondola station with parking at the park and ride site, with gondola and associated infrastructure transporting visitors to the top of Kilvey Hill where a new food and beverage offering, together with leisure activities comprising luge tracks, ziplines, sky swing, mountain bike trails and supporting infrastructure and associated works
AT: Land At Kilvey Hill And Landore Park & Ride Facility Swansea

Screening opinion for an Environmental Impact Assessment in accordance with Regulation 6 of the above Regulations.

Identified category of development: The development proposed falls within the description in Column 1, paragraph 12(a), of the table in Schedule 2 to the 2017 regulations – as “Ski-runs, ski-lifts and cable-cars and associated developments”.

Assessment: Having taken into account the criteria in Schedule 3 to the above Regulations it is not considered that the development would be likely to have significant effects on the environment by virtue of factors such as its nature, size or location.

Decision: Environmental Impact Assessment is required.

Team Leader Eilian Jones Date 03/02/23

TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) (WALES) REGULATION 2017

STAGE 1 – INITIAL EIA SCREENING ASSESSMENT

Development Detail	
REF: 2022/2986/SCR	
Address: Land At Kilvey Hill And Landore Park & Ride Facility Swansea	
Description: A new leisure development comprising a gondola station with parking at the park and ride site, with gondola and associated infrastructure transporting visitors to the top of Kilvey Hill where a new food and beverage offering, together with leisure activities comprising luge tracks, ziplines, sky swing, mountain bike trails and supporting infrastructure and associated works	
Schedule 1	
Is the project Schedule 1 development as described in Schedule 1 of the EIA Regulations?	No
If Yes, under which description of development? If No, consider whether project is Schedule 2 development below	
Schedule 2	
Is the project listed as a description of development under Column 1 of Schedule 2 of the EIA Regulations?	Yes
If Yes, under which description of development? If No, EIA is not required.	12 (a)
Does the project change or extend development described in paragraphs 1 to 12 of Column 1 of schedule 2, where the change or extension may have SIGNIFICANT* adverse effects on the environment?	No
If Yes, state which area and more to Question 3. If No, proceed below.	
Is the project located wholly or partly within a 'Sensitive Area' as defined by Regulation 2 of the EIA Regulations?	No
Are the applicable thresholds/criteria in Column 2 exceeded / met?	Yes
If Yes, note which applicable threshold/criteria. If No, EIA is not required. Yes, the area of the works would exceed 1 hectare and structures would exceed 15m in height.	

STAGE 2 – DETAILED EIA SCREENING ASSESSMENT

As per Schedule 3, Para 3: When considering the potential impact, take into account:

(a) magnitude / spatial extent / population likely to be affected; (b) nature of impact; (c) transboundary nature; (d) intensity & complexity; (e) probability; (f) expected onset / duration / frequency & reversibility; (g) cumulation with existing and / or approved development; (h) the possibility of effectively reducing the impact.

Detailed Screening Questions		
Questions to be considered	Yes/No/Unknown – provide description	For ‘Yes/Unknown’, are effects likely to be significant? Include consideration of features or measures to avoid or prevent what might otherwise be significant effects
CRITERION 1. CHARACTERISTICS OF DEVELOPMENT		
Question 1(a) Size and design of the Development		
Will construction, operation or decommissioning of the Project involve actions which will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)?	Yes. Kilvey Hill forms part of the countryside and is used for informal recreation such as walking, running and cycling. The proposal would change the use of the land to provide formal leisure, recreation and retail uses. The proposal would involve the installation of associated infrastructure with overhead cables and reception stations for the gondola, zip line and chair lift. The formation of the luge runs would involve the re-profiling of the land across the site of the luge area. The provision of the top station infrastructure, sky swing and F & B building would involve alterations to the profile of the land at the top of the hill. While the site itself would cover a large geographical area, the works would be limited to the construction areas for the various infrastructure and would not involve re-profiling or the provision of infrastructure within the entire “red line” application site area. The construction process would result in temporary disturbance for the duration of the construction works. Following the works, the land can continue to be used for recreation by members of the public. Should the use cease, the majority of the above ground infrastructure could be	Even when taking into account sensitive design and landscaping proposals in order to mitigate the effects of the development, it is considered that significant visual and landscape impacts are likely.

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	removed, however, the permanent buildings would likely be retained and could be re-purposed. The visual and landscape impact of the development would be long lasting. The proposed development would alter the visual appearance of a significant part of Kilvey Hill. Much of this could be softened, to some degree, with careful design and landscaping to assimilate the development into the wider landscape. However, some elements would remain visible and prominent, such as the gondola infrastructure, sky swing and buildings/platform at the top of the hill. Paragraph A31. Of WO Circular 11/99 states (in relation to ski –runs, ski-lifts and cable cars and associated developments) that EIA is more likely if the development is over 500 metres in length or if it requires a site of more than five hectares. In this instance the gondola cable lift would be approximately 1.5km in length and the site area of 494.148m² would be significantly above the indicative threshold within the Circular, albeit infrastructure would not cover the entire red line area. The site is not within a sensitive landscape area within the Swansea LDP but the majority of the gondola cable route and all the site on Kilvey is within the Countryside. The proposals would urbanise large parts of the hill. This change would be visible from large parts of the city and from the network of paths that cross the hill, including existing public rights of way.	
Question 1(b) Cumulation with Existing and/or Approved Development		
Are there any other factors which should be considered such as: • consequential development which could lead to environmental effects? • the potential for cumulative impacts with other existing or planned activities in the locality? • any plans for future land uses on or around the location which could be	Yes. The applicant has not indicated that any consequential development would be required in association with the development. There is a solar farm immediately to the east of the site that is currently under construction (Carn Nicholas Farm). The applicant's screening request considers the solar farm development would not be viewed in the same context as the proposed development. This is generally accepted on the basis that the solar farm is/would be located on the eastern side of	Effects are unlikely to be significant.

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affected by the project? • transfrontier impacts?	the Hill. However, there may be views from the east of the City looking towards the site that may capture both developments. This cumulative visual impact would need to be considered. Moreover, users of the main PROW footpath route to the top of the hill may have visibility of both sites, albeit not at the same time, given the existing tree coverage. There is a further current planning application for a solar farm (Tir John Solar Farm) to the east of Port Tennant (2022/1907/FUL). Given the location of this proposed development on lower land over 1km to the east it is considered the proposal would not result in any cumulative impacts with this development. At the base station location, the surround land falls within a Strategic Development Site within the LDP SD L (Tawe Riverside and Hafod Morfa Copperworks). To date very few proposals have come forward within SD L, with the main focus being on regeneration projects on listed buildings, such as the Penderyn distillery at the Powerhouse and Rolling Mill, which is currently under construction. The cumulative impacts of the proposed development and the proposals within SD L will need to be fully considered in terms of visual, environmental and traffic impacts. Given that very few significant projects have come forward within SD L, significant cumulative environmental effects would be unlikely to occur. The proposal would not generate transfrontier impacts.	
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Question 1(c) Use of Natural Resources, in particular land, soil, water and biodiversity

Will construction or operation of the Project use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or in short supply?	Yes. The proposal would require a degree of land take and use of natural resources during the construction and operational phases. However, the proposals seek to retain public access throughout the site. The formation of the luge runs and buildings, in particular, would require a large amount of materials to be imported onto the site. The construction and operational phases would result in demands upon energy, however, given the leisure/tourist use, rather than, for example, an energy intensive industrial use, it is not considered that the use of natural	Effects are unlikely to be significant.
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	resources would be significant in EIA terms.	
Question 1(d) Production of Waste		
Will the Project produce solid wastes during construction or operation or decommissioning?	Yes. The development would generate waste from the construction process through a cut and fill engineering operation. The applicant indicates that very limited waste would be produced and a construction waste management plan would be produced to minimise residual waste. The tourism/leisure nature of the proposal is unlikely to generate significant solid wastes that could not be re-cycled. The decommissioning of the equipment at the end of its lifespan would result in some solid waste, but again, it is likely that much of this is capable of being re-cycled. On this basis, it is not considered that significant effects are likely in terms of waste generation.	Effects are unlikely to be significant.
Question 1(e) Pollution and Nuisances		
Will the Project involve use, storage, transport, handling or production of substances or materials which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health?	No	N/A
Will the Project cause noise and vibration or release of light, heat energy or electromagnetic radiation?	Yes. Kilvey Hill is a designated Quiet Area as indicated within the LDP constraints map. This is a tranquil public place that is valued by the local community. Some noise and vibration will be likely during the construction phase. This would be localised and temporary. It would have the potential to affect a small number of residential properties on Danybeacon to the south of the top station area. The remainder of the site is remote from residential properties. The operational phase will result in noise emissions from the mechanical elements of the infrastructure, for example, the gondola and chair lift mechanisms and noise emitted from the zipwire and sky swing when in operation. The noise from users of	There will be noise impacts arising from construction, operation and demolition of the development. The tourism/leisure use will result in a significantly greater number of visitors to Kilvey Hill, however, the nature of the development is not inherently noisy and is unlikely to result in noise impacts upon the environment that would be significant in EIA terms. The impact upon the Quiet Area will be considered as part of the planning application.

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	the rides (potential for shouting/screaming) may also result in localised noise impacts. While there will be localised impacts during construction, decommissioning and operation, it is considered that wide scale significant noise impacts are unlikely to occur. The proposal would result in light emissions from the use of the facilities in the evenings. This would include the lighting of the gondolas, top station, food building and luge runs. The bottom station would also be lit, however, this would sit within an existing car park with lighting. There is a potential for glint and glare from the reflective surface of the extensive glazing proposed on the top buildings. The proposed lighting will have the potential to result in visual and landscape impacts given the prominence of Kilvey Hill from the surrounding areas. However, this would also be seen within the context of the surrounding urban environment with its associated light emissions. The light emissions from the scheme would be unlikely to result in any statutory nuisance, given the distances between the development and the closest receptors on Danybeacon. The applicant has indicated that lighting will be managed in the interests of both visual amenity and biodiversity. It is considered a sensitive lighting scheme for the site would serve to mitigate the impact of the development, however, the overall visual and landscape impact of the scheme is likely to have a significant environmental impact.	With the provision of a sensitive lighting strategy, having regard to visual and biodiversity impacts, the effects arising from light pollution may be mitigated, however, the overall visual impact of the scheme, which includes lighting the development at night, is likely to have a significant environmental impact, as indicated above.
Will the Project release pollutants or any hazardous, toxic or noxious substances to air, or lead to risks of contamination of land or water (including surface waters, groundwater, coastal waters or the sea)?	Yes. There would be air emissions associated with the visitor vehicles both at the site and on the routes to the site. The base station, parking areas and transport route through Hafod would be within an area identified as an Air Quality Management Area (AQMA) within the LDP. The scheme will attract visitors to the area, many of which will travel by car, however, there are no sensitive receptors in close	Effects are unlikely to be significant.

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	proximity to the site itself (the nearest being 150m away). The overall context of the site is dominated by the commercial uses and the surrounding road infrastructure. It is also noteworthy the surrounding land, also within the AQMA, is allocated for a mixed use heritage and culture led regeneration. The parking for the development would be within the existing park and ride car park as such the development would effectively re-use existing underused parking provision. Some vehicular access routes to the site through Hafod are located within the AQMA. However, the applicant has indicated the main access routes to the site would be via local A roads rather than through Hafod. This would minimise the impacts upon sensitive receptors within Hafod and minimise impacts upon air quality within the AQMA. Taking all this into account, it is considered unlikely that the proposal would give rise to any significant air quality impacts. In view of the gradient of the site, being on a hill, there is the potential for construction activities to result in water pollution downstream, however, this is unlikely to be significant and could be mitigated through good construction management practices and dedicated pollution prevention measures. The top station would not connect to mains foul drainage as there is no mains connection at the top of the hill. This will present a potential for local water pollution unless the proposed private systems is adequately sited, installed and maintained. The proposals will need to be carefully considered having regard to any site constraints, however, it is not considered this matter would raise any significant environmental concerns that would trigger the requirement for an EIA.	
Question 1(f) Risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge		
Will there be any risk of accidents during construction or operation of the Project which could affect human	Yes. Some small risk of accident during construction, operation and decommissioning. The operation of the facilities (luge rides/zip wire/sky	Effects are unlikely to be significant.

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health or the environment?	swing/gondola) presents some inherent risks to users (given the high speed/elevated nature of the facility) and others (noting the gondola oversails the public highway). However, the risk of accidents is not considered to be significant in EIA terms given the tourism/leisure nature of the proposals.	
Question 1(g) Risks to Human Health (for example due to water contamination or air pollution)		
Will there be any risk to human health during the construction and/or operation of the development?	Yes. Some small risk in term of health and safety during construction, operation and decommissioning (as noted above). However, given the type of works involved, it is not considered such risks would be significant.	Effects are unlikely to be significant.
CRITERION 2. LOCATION OF DEVELOPMENT		
Question 2(a) Existing and Approved Land Use		
Will the Project result in social changes, for example, in demography, traditional lifestyles, employment?	Yes. The proposal will have the potential to boost local employment but no details have been provided within the applicant's screening request.	Effects are unlikely to be significant.
Are there any routes or facilities on or around the location, which are used by the public for access to recreation or other facilities, which could be affected by the project?	Yes. There are formal public rights of way across parts of the site and informal paths used for recreation. The applicant intends to retain existing paths, with the development being designed around them. There will be some visual impacts from these routes, but these impacts would be localised and therefore significant effects are unlikely. However, the overall visual and landscape impact of the scheme is likely to have a significant environmental impact. While some of the paths, both formal and informal, may be affected by construction and decommissioning, it is considered the impact would be temporary and localised and would be unlikely to result in a significant environmental impacts.	Effects are unlikely to be significant.
Are there any transport routes which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	No. The Local Highway Authority in Swansea have not indicated that there are any existing congestion issues within the vicinity of the site. The Local Highway Authority in Neath Port Talbot have not provided a view on whether or not the development would result in significant affects, but have indicated a Transport Impact Assessment would be required to	Effects are unlikely to be significant.

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	support a planning application. Impacts upon the AQMA are discussed above. On this basis, it is considered that traffic congestion and associated environmental issues arising from the development would be unlikely to result in any significant environmental impacts.	
Is the project located in a previously undeveloped area where there will be loss of greenfield land?	Yes. While parts of Kilvey Hill have an industrial past, apart from the TV transmitter compound, the Hill is not previously developed land. The provision of infrastructure on the Hill associated with the development will alter the character of parts of the Hill. Notwithstanding this, large parts of Kilvey Hill would not be affected by any development works. A significant residual area within the application boundary would also be retained, landscaped and managed. On this basis it is considered the loss of greenfield land would be unlikely to result in significant environmental impacts.	Effects are unlikely to be significant.
Are there any areas on or around the location occupied by land uses which could be affected by the project, particularly sensitive land uses e.g. hospitals, schools, places of worship, community facilities?	As referenced above, there are several residential properties on Danybeacon to the south of the site, at a lower level, over 100m from the site. The environmental impacts upon these properties is unlikely to be significant given separation distances between the development and these properties, having regard to the tourism/leisure nature of the proposed development.	Effects are unlikely to be significant.
Question 2(b) Relative Abundance, Availability Quality and Regenerative Capacity of Natural Resources in the Area and its Underground		
Are there any areas on or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, which could be affected by the project?	Yes. The site incorporates grassland and coniferous woodland areas. There is no agriculture within the application area. The applicant has indicated the areas proposed for infrastructure associated with the development will avoid, where possible, areas of important ecological value. The management of residual areas, as noted within the applicant's submission, would mitigate any likely significant environmental impacts. Much of the land could be largely restored at the end of the schemes	Effects are unlikely to be significant.

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	lifespan.	
Question 2(c) Absorption Capacity of the Natural Environment		
Are there any other areas on or around the location which are important or sensitive for reasons of their ecology, or are used by protected, important or sensitive species of fauna or flora, which could be affected by the project?	Yes. The Kilvey Hill site is located entirely within the Kilvey Hill Site of Importance for Nature Conservation (SINC), designated for its mosaic of habitat types including woodland, scrub and acid/neutral/calcareous grassland of importance to a diverse invertebrate assemblage, breeding birds (including skylark) and notable plant species. The gondola would also oversail the Tawe Corridor and Railway Line SINC, however, no built development is indicated within this area. The applicant has undertaken ecological surveys. According to the applicant, the coniferous woodland which dominate the site are considered to be of Site ecological value. There are habitats of higher value within the site namely lowland heath, purple moor-grass and rush pasture communities considered by the applicant to be of County value and standing and running water of Local value. Such features are proposed to be retained as far as possible. It is noteworthy there are no features at the site that would exceed County value. In terms of protected species, survey work has identified an assemblage of birds at the site that is considered by the applicant to be typical of a site of this size and nature in this location, albeit relatively diverse, including a number of species of conservation concern, priority species and species on Schedule 1 of the Wildlife and Countryside Act (1981). The applicants information notes a population of nightjar recorded within the application site. No evidence of breeding skylark was recorded within the site during the breeding bird surveys despite contributing to the site's designation as a SINC. Nightjar were, however, recorded on agricultural fields adjacent to the site. The applicant's information notes there is limited habitat for roosting bats. However, the dense scrub, grassland and woodland	Effects are unlikely to be significant.

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	habitats are considered of likely importance to the local bat assemblage present within the wider landscape. Following surveys, no evidence of great crested newt has been identified and no badger were recorded. Reptiles were found on site (slow worm) and suitable habitat for common lizard was evident. The Council's planning ecologist has reviewed the ecological information and proposed mitigation, including the management of retained habitats and the provision of a Landscape Ecological Management Plan, and considers that, having regard to this information, where there may be ecological impacts as a result of the development, the proposal would not be of a scale and nature that would be likely to result in significant environmental impacts. Crymlyn Bog Ramsar Site and Special Protection Area (SPA) lies 1.2km east of the Application Site. Two Sites of Special Scientific Interest (SSSIs) lie within 2km of the Site. Six Pit, Swansea Vale and White Rock SSSI is separated from the Site by existing infrastructure, with the closest parcel 90m from the Application Site. Crymlyn Bog SSSI and Crymlyn Bog and Pant Y Sais National Nature Reserve (NNR) are located some 1.2 km from the site. The applicant considers these nationally designated sites are sufficiently remote from the site that there would be no significant impacts upon to the SSSIs or their qualifying features. There may be some hydrological connectivity between the application site and the Crymlyn Bog SSSI and Crymlyn Bog and Pant Y Sais NNR. In this respect, the provision of good construction management practices secured through a CEMP would mitigate potential water pollution issues arising during the construction and decommissioning stages. As indicated above, the provision of a satisfactory and well maintained private foul	
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	water system, and an appropriately designed SuDS compliant surface water system, would mitigate significant water pollution during to operational phase. On this basis, and having regard to the mitigation measures indicated, it is considered unlikely the proposals would result in any significant environmental effects in relation to ecological impacts.	
Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the project?	No. Cadw have not indicated that any Registered Historic Landscapes would be impacted by the development. The site and surrounding landscape are not located within a Special Landscape Area within the Swansea LDP. Moreover, given the scale of the proposals, and a distance of some 6km to its nearest point, it is not considered the proposed development would have a significant impact upon the Gower AONB.	Effects are unlikely to be significant.
Is the project in a location where it is likely to be highly visible to many people?	Yes. While the base station would not be widely visible and would be seen within the context of other buildings at the Hafod Morfa Copperworks, the infrastructure going up the Hill, and upon the hill top, would be widely visible from large parts of the city, given the prominent nature of Kilvey Hill and the scale of the development. The proposals to light the luge runs and other structures at night would make the development more visible at night and this would also increase this visual impact of the development. Therefore, given the highly visible nature of the project, and the population that would potentially be impacted, significant landscape and visual impacts cannot be ruled out.	Significant impacts cannot be ruled out.
Are there any areas on or around the location which are densely populated or built-up, which could be affected by the project?	Yes. Given the proximity of the development to the city and surrounding local communities there are densely populated areas near the development that could be affected. However, given the tourism and leisure nature of the development, aside from the visual and landscape impacts, it is not considered the environmental effects upon these areas would be significant in EIA terms.	Effects are unlikely to be significant.
Are there any areas or features of historic or cultural importance on or around the location which could be	Cadw have identified that there are a number of listed building, scheduled ancient monuments and registered historic parks and gardens within a 3km radius of the site:	Effects are unlikely to be significant.

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affected by the project?	Listed Buildings: Over 150 grade II and II* listed buildings, with the closest being those within the Hafod Morfa Copperworks. Scheduled Ancient Monuments: GM012 Swansea Castle GM177 Bon y Maen Standing Stone GM315 Earthwork on Kilvey Hill GM362 St Margaret's Chapel GM371 Morris Castle GM392 Morfa Bridge and Quays GM441 Original Swansea Castle GM481 White Rock Copper Works GM482 Foxhole River Staithes GM483 Hafod Copper Works Musgrave Engine and Rolls GM484 Landore New Quay Registered Historic Parks and Gardens: PGW(Gm)48(SWA) Cwmdonkin Park PGW(Gm)55(SWA) St. James's Gardens and Crescent PGW(Gm)60(SWA) Cwmgelli Cemetery PGW(Gm)75(SWA) Parc Llewelyn Cadw consider the proposed development will not have any direct impact on the designated historic assets identified above. However, Cadw consider the proposal will have an impact on the settings of a number of them, but impacts are unlikely to be of a scale to require an environmental impact assessment to be produced. The Council's Heritage Lead has not indicated that the proposals would require an environmental impact assessment in order to assess impacts upon important heritage assets. The base station is located within an Archaeologically Sensitive Area as identified within the Swansea LDP Constraints Map. Moreover, there are also potential Bronze Age cairns and World War II defences on Kilvey Hill. Glamorgan Gwent Archaeological Trust (GGAT) have indicated that a desk based assessment would be required to identify the archaeological potential of the site and to determine the impacts upon the archaeological resource. GGAT have indicated this could form part of an EIA or a	
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	separate standalone document. Experience of buried archaeological finds during works associated with the adjacent Penderyn Distillery development has revealed a range of mitigation techniques where buried archaeology has been discovered, including both recording and in-situ preservation and interpretation. While the proposal will have the potential to impact upon the archaeological resource, particularly given it is within an ASA, it is considered that the scale and nature of the proposals would be unlikely to result in any significant effect upon the historic environment that could not be successfully mitigated.	
Are there any areas on or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, which could be affected by the project?	Yes. The base station area is located within the Hafod AQMA area where evidence suggests that the annual mean objective for NO2 will continue to be exceeded within the AQMA. As indicated above, the proposals are unlikely to result in any significant impacts upon the AQMA. Air pollution impacts will be fully considered within any planning application through the submission of an Air Quality Assessment.	
Is the project location susceptible to subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions, which could cause the project to present environmental problems?	Yes. The proposed infrastructure on Kilvey Hill would be located on an exposed hillside of varying gradients where there is a risk of adverse weather conditions and potential environmental issues such as subsidence, landslides and erosion. However, a steep hillside is a requirement of the development and similar proposals have been developed by the applicant in a number of countries. Site investigation work is being undertaken to establish the ground conditions at the site, which will inform the design of the proposals. The Coal Authority have confirmed any planning application would need to be accompanied by a coal mining risk assessment in order to understand and mitigate any sources of potential land instability associated with the coal mining legacy within the site. The site does not fall within a designated Slip Area under LDP Policy RP7. On this basis it is not considered the local meteorological conditions or landform processes at the site would present any	Effects are unlikely to be significant.

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I dderbyn yr wybodaeth hon mewn fformatt arall, cysylltwch a'r person uchod.*

	significant environmental issues that could not be adequately mitigated within the scheme design. In relation to flooding, according to the current TAN 15 DAM, part of the base station site would be within Zone B (areas known to have been flooded in the past). Under the Flood Maps for Planning within the emerging TAN 15, the base station site would be within Flood Zone 2 where resilient development may be allowed in undefended areas of relatively low risk. On this basis it is likely that the proposed development would be at low risk of flooding. Flooding impacts would need to be considered within any planning application.	
Has there already been a failure to meet environmental quality standards that is relevant to the project?	Yes. As indicated above, part of the site is located within an AQMA.	Effects are unlikely to be significant.

Statement of reasons:

This decision is based on the information known at the time. Having taken into account the criteria in Schedule 3 of the aforementioned Regulations, the main adverse environmental impacts that would potentially arise from the development are considered to be landscape and visual impacts.

The proposed development is for a new tourism and leisure facility sited within the existing Landore Park and Ride site at the Hafod Morfa Copperworks and Kilvey Hill. The proposals on the hill side and hill top would alter the generally open countryside character of the land by introducing moving mechanical infrastructure and associated buildings within an extensive and visually prominent area that would be visible from the city below and from the other side of the valley. The provision of night time lighting would increase the visual prominence of the development.

Taking into account the nature, scale and location of the development it is considered there would be a significant effect on the environment such that expert and detailed study is needed through an Environmental Impact Assessment in order to properly assess any impact. In reaching this decision full regard has been given to the information provided within the Screening Opinion request together with other available information and Circular guidance.

In conclusion, it is considered that an Environmental Impact Assessment is required to accompany this application.

Outcome of assessment	
Is EIA required	Yes
Outcome: Schedule 2 development – threshold exceeded/criterion met. Development likely to have significant effects on the environment.	
Name: Simon Hughes	
Date: 2/02/23	

Appendix 1.2: Competency Statement

Appendix 1.3 – Competency Statement

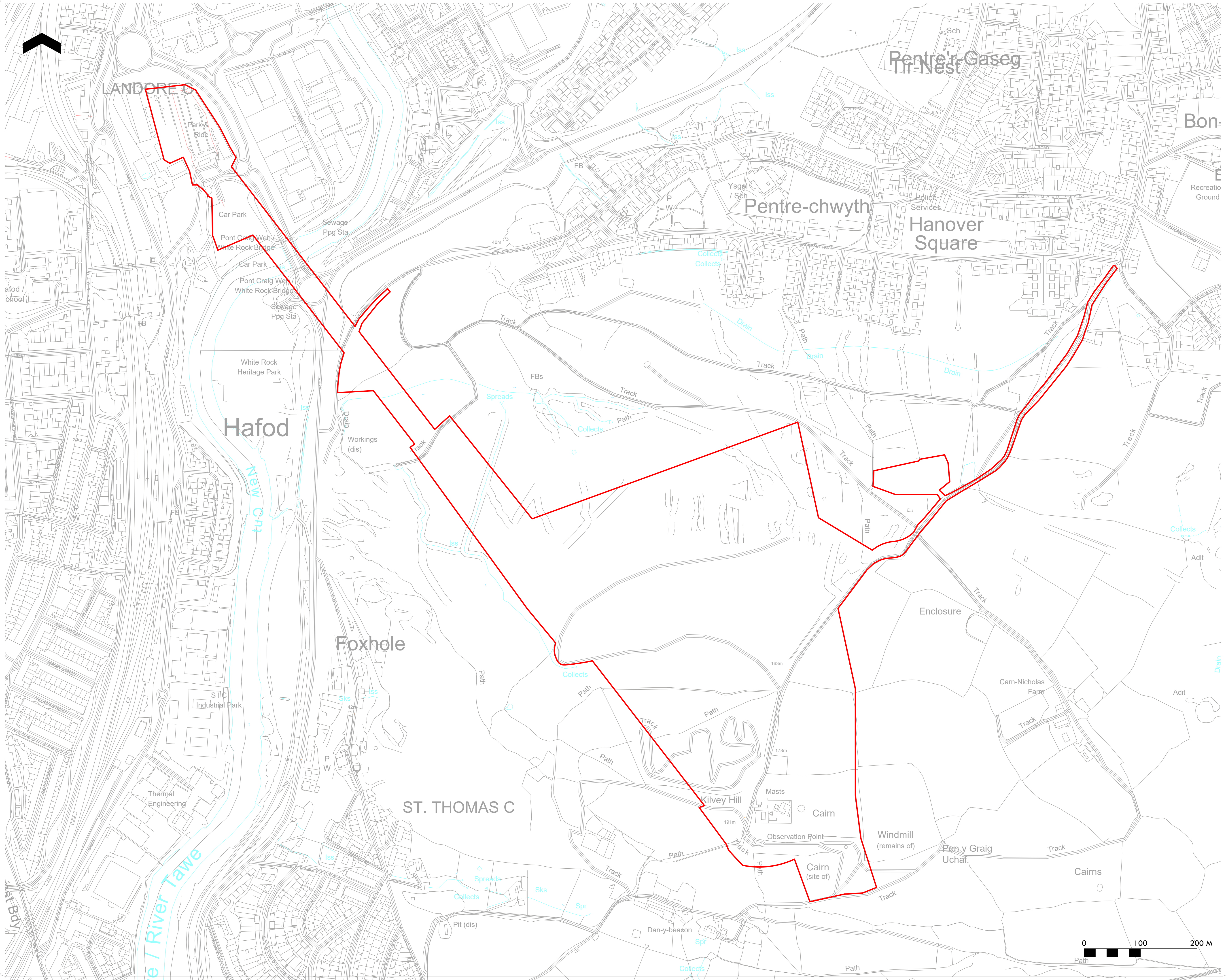
In accordance with the 2017 Regulations, Regulation 17 (4b), a competency statement including a list of qualifications is provided in support of the Environmental Statement.

The Consultant Team

Consultant	Chapter(s)	Job Title / Name	Qualifications	Expertise
Asbri Planning	All Chapters	Director Jon Hurley	MSc City and Regional Planning, University of Wales Cardiff BSc in Geography, University of Wales Swansea RPTI – Chartered Member	Jon has 18 years professional experience in both the private and public sectors. Jon has a significant track record in the project management of the planning system, taking schemes through each stage of the development planning process from preliminary advice and appraisal to planning application submission and monitoring.
		Associate Catherine Blyth	MSc City and Regional Planning, University of Wales Cardiff BSc Geography, University of Wales, Swansea RPTI – Chartered Member (since 2007)	Catherine joined Asbri Planning in March 2021 and is based in the Cardiff Office. Catherine is a Chartered Town Planner and a member of the Royal Town Planning Institute with over 18 years' experience in both the public and private sector. Catherine has regularly assembled and coordinated multi-disciplinary teams working on a wide variety of development projects, including a range of residential, commercial, retail, heritage/listed building, and mixed-use schemes. Highly proficient in producing complex planning reports including Planning Appraisal Reports and Developer Advice Notes, Development Plan Representations, Appeal/Inquiry Statements, Heritage Impact Statements, EIA Screening/Scoping Reports and Environmental Statements.
EDP	Landscape	Director	Chartered Member of the	Dai has 18 years professional experience within the

Consultant	Chapter(s)	Job Title / Name	Qualifications	Expertise
		Dai Lewis	Landscape Institute (CMLI) Postgraduate Diploma (PG Dip LA) - Landscape Architecture – University of Gloucestershire BA Hons - Landscape Architecture – University of Gloucestershire	environmental planning industry. He has been a Director at EDP since 2013, and during his career has developed a strong reputation, especially within South Wales following the establishment of the EDP Cardiff Office, which Dai led, in 2015. Dai has worked both within the private sector for developers and land agents, as well as holding advisory roles for local planning authorities. His extensive knowledge and experience encompass development of all scales and at all stages, from site promotion, through to detailed design and delivery. He is also an experienced expert witness, has sat on the Council and sub-committees of the Landscape Institute and is currently advising the Quality Assurance Agency on the revised Benchmark standards for Landscape Architecture in Higher Education.
EDP	Landscape	Senior Landscape Architect Joe Hall	Chartered Member of the Landscape Institute (CMLI) Postgraduate Diploma (PG Dip LA) - Landscape Architecture – University of Gloucestershire BA Hons - Landscape Architecture – University of Gloucestershire	Joe has been with EDP for nearly 6 years. In this time, he has managed and inputted into a wide range of projects within the UK, of many different scales. Joe's expertise lies within the disciplines of landscape design and landscape planning. He has delivered many Landscape and Visual Impact Assessments (LVIA)'s for a host of different development types. Joe offers clients and peers robust professional advice to positively inform the design and appearance of proposals, whilst remaining sympathetic to the existing surrounding landscape.

Appendix 4.1: Site Location Plan



Note

1. Do not scale from this drawing
2. To be read in conjunction with Project Risk Register REF: XXX
3. To be read in conjunction with all other Landscape Architect's drawings

KEY

ID	RISK	MITIGATION	DATE MITIGATED
RESIDUAL PROJECT RISKS			

DATE	REV	DESCRIPTION OF REVISION	DRAWN BY	APPROVED BY
11/07/2023	PL1	Issued for planning	KX	AS
REVISIONS				



STATUS
S2 - PLANNING



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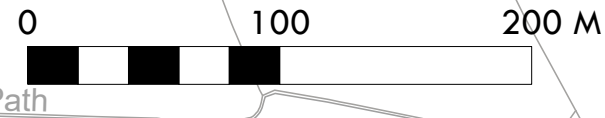
CLIENT :
Skyline Enterprises

PROJECT TITLE :
Swansea Skyline Luge

DRAWING TITLE :
Site Location Plan

DRAWING SCALE : 1:3000
PAPER SIZE : A1
DRAWN BY : JJ
APPROVED BY : AS
DRAWN DATE : 09.03.2023
ALA PROJECT CODE : ALA770

DRAWING NUMBER : **SSL-ALA-XX-XX-DR-L-0019**
STATUS : **S2**
REVISION : **PL1**



Appendix 5.1: Master Plan



Note
1. Do not scale from this drawing
2. To be read in conjunction with Project Risk Register REF: XXX
3. To be read in conjunction with all other Landscape Architect's drawings

KEY

- Site Boundary
- Existing Woodland
- Existing Grassland
- Luge Tracks and Chairlift
- Proposed Gondola Line and Access Track
- Top of the Hill Area
- Play Area
- Indicative Mountain Bike Trail (Top to Bottom)
- Proposed Meadow
- Proposed Informal Footpath
- Proposed Bridge
- Proposed Picnic Area
- Zipline
- Mini Luge Track
- SUDs basin

ID	RISK	MITIGATION	DATE MITIGATED
RESIDUAL PROJECT RISKS			

DATE	REV	DESCRIPTION OF REVISION	DRAWN BY	APPROVED BY
08/08/2022	PL2	Base station and car park layout updated to suit latest information from Swansea	KK	AS
REVISIONS				



STATUS:
S2 - PLANNING

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CLIENT:
Skyline Enterprises

PROJECT TITLE:
Swansea Skyline Luge

DRAWING TITLE:
Landscape Illustrative Masterplan - Whole Site

DRAWING SCALE: 1:3000
PAPER SIZE: A1
DRAWN BY: JJ
APPROVED BY: AS
DRAWN DATE: 15/12/2022
ALA PROJECT CODE: ALA770

DRAWING NUMBER: **SSL-ALA-XX-XX-DR-L-0001**
STATUS: **S2**
REVISION: **PL2**

Appendix 7.1: Landscape and Visual Baseline



**Land at Kilvey Hill and
Landore Park and Ride
Facility, Swansea**

**Landscape and Visual
Impact Assessment
Baseline Report
Technical Appendix 7.1**

Prepared by:
**The Environmental Dimension
Partnership Ltd**

On behalf of:
Skyline Enterprises Ltd

August 2023

Report Reference
edp5125_r003c

Document Control

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Section 4	Existing (Baseline) Conditions: Landscape Character	12
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APPENDICES

Appendix EDP 1	LVIA Glossary of Terms
Appendix EDP 2	LVIA Assessment Methodology
Appendix EDP 3	Proposed Layout
Appendix EDP 4	Representative Photoviewpoints
Appendix EDP 5	Tree Retention and Removal Plans
Appendix EDP 6	NRW's Forest Management System Plans

PLANS

Plan EDP 1: Site Location and Site Boundaries (edp5125_d011a 21 July 2023 JHa/SWa)
Plan EDP 2: Site Character and Context (edp5125_d012a 21 July 2023 JHa/SWa)
Plan EDP 3: Landscape Designations and Other Relevant Considerations (edp5125_d013a 21 July 2023 JHa/SWa)
Plan EDP 4: Findings of EDP's Visual Appraisal (edp5125_d014a 21 July 2023 JHa/SWa)
Plan EDP 5: Topographical Relief (edp5125_d015a 21 July 2023 JHa/SWa)

Section 1

Introduction, Purpose and Methodology

INTRODUCTION

- 1.1 The Environmental Dimension Partnership Ltd (EDP) has been commissioned by Skyline Enterprises Ltd ('the applicant') to undertake a Landscape and Visual Impact Assessment Baseline Report (LVIAB) of proposals to develop a cable car and downhill luge attraction on Land at Kilvey Hill and Landore Park and Ride Facility, Swansea ('the site'). The site falls within the Swansea City Council Local Planning Authority (LPA) area, extends to approximately 40 hectares (ha), and is briefly described in **Section 2** of this LVIAB. Full site details are given in the Design and Access Statement (DAS) accompanying the planning application.
- 1.2 EDP is an independent environmental planning consultancy with offices in Cirencester, Cheltenham and Cardiff. The practice provides advice to private and public sector clients throughout the UK in the fields of landscape, ecology, archaeology, cultural heritage, arboriculture, rights of way and masterplanning. Details of the practice can be obtained at our website (www.edp-uk.co.uk). EDP is a Registered Practice of the Landscape Institute⁽¹⁾ specialising in the assessment of the effects of proposed development on the landscape.
- 1.3 This LVIAB is part of a suite of documents accompanying a full planning application for the proposed development. The proposed development includes the creation of a c.1.5km gondola route, chairlift, c.680m zip wire, a sky swing and multiple downhill luge cart tracks, alongside associated buildings and infrastructure.

PURPOSE AND STRUCTURE OF THIS LIVAB

- 1.4 The purpose of this LVIAB is to identify the baseline conditions of the site and surrounding area and to determine those landscape and visual characteristics that might inform the design of the development proposals, including recommendations for mitigation.
- 1.5 In undertaking the assessment described in this LVIAB, EDP has:
 - Undertaken a thorough data trawl of relevant designations and background documents, described in **Section 3**;
 - Assessed the existing (baseline) condition and character of the site and its setting, described in **Section 4**;
 - Assessed the existing visual (baseline) context, especially any key views to and from the site (**Section 5**). The establishment of baseline landscape and visual conditions, when evaluated against the proposed development, allow the identification and

¹ LI Practice Number 1010

evaluation of landscape effects later in the associated chapter of the Environmental Statement.

METHODOLOGY ADOPTED FOR THE ASSESSMENT

- 1.6 The proposed development assessed by this LVIAB is subject to an Environmental Impact Assessment (EIA), following a screening report, submitted to the LPA. This LVIAB has been undertaken in accordance with the principles embodied in 'Guidelines for Landscape and Visual Impact Assessment – Third Edition (LI/IEMA, 2013)' (GLVIA3) and other best practice guidance insofar as it is relevant to EIA schemes.
- 1.7 **Familiarisation:** EDP's study has included reviews of aerial photographs, web searches, LPA publications and landscape character assessments. EDP has also obtained, where possible, information about relevant landscape and other designations such as Areas of Outstanding Natural Beauty (AONBs), conservation areas, scheduled monuments and listed buildings.
- 1.8 **Consultation:** Consultation has taken place at several points within the project timeline. Discussions with the Swansea council's officers, as well as local community groups and residents. A public consultation event has taken place, separate of course to the Welsh planning system's unique 'Pre-Application Consultation' period. Thought has been given to the responses gained and the scheme has benefited through the constructiveness of the feedback received.
- 1.9 **Field Assessment:** EDP has undertaken a comprehensive field assessment of local site circumstances, including a photographic survey of the character and fabric of the site and its surroundings, using photography from a number of representative viewpoints. The field assessment was undertaken by a chartered landscape architect in clear weather conditions on 17 October 2022.
- 1.10 **Acknowledgement of any Shortcomings:** The site visit listed above (17 October 2022) occurred outside of the 'wintertime views' window.
- 1.11 **Design Inputs:** EDP's field assessment has informed a process whereby the development proposals have been refined to avoid, minimise or compensate for landscape effects.
- 1.12 **Assessment Methodology:** Predicted effects on the landscape resource arising from the proposed development have been determined in accordance with the principles embedded within published best practice guidance, insofar as the assessment adopts the following well-established, structured approach:
- Likely effects on landscape character and visual amenity are dealt with separately;
 - The assessment of likely effects is reached using a structured methodology for defining sensitivity, magnitude and significance, which is contained as **Appendix EDP 2**. This framework is combined with professional judgement. Professional judgement is an important part of the assessment process; it is neither 'pro' nor 'anti' development but acknowledges that development may result in beneficial change as well as landscape harm;

- As advised in GLVIA3, the appraisal takes into account the effects of any proposed mitigation; and
- Typically, a 15-year time horizon is used as the basis for conclusions about the residual levels of effect. Fifteen years is a well-established and accepted compromise between assessing the shorter-term effects (which may often be rather 'raw' before any proposed mitigation has had time to take effect) and an excessively long time period.

STUDY AREA

1.13 To establish the baseline and potential limit of material effects, the study area has been considered at two geographical scales:

- First, a broad 'study area' was adopted, the extent of which is illustrated on **Plan EDP 1**. Based mainly on desk-based study, this broad study area allowed the geographical scope of the assessment to be defined based on the extent of views to/from the site, extent of landscape effects and the site's environmental planning context; and
- Second, following initial analysis and subsequent fieldwork, the broad study area was refined down to the land that is most likely to experience landscape effects. The extent of this detailed study area is 2km from the site boundary, although occasional reference may be made to features beyond this area where appropriate. This detailed study area is illustrated on **Plan EDP 2**.

Section 2

The Site

- 2.1 **Plan EDP 1** illustrates the location of the site's boundaries and the study area for the LVIAB. The site is located approximately 1.5km to the north-east of Swansea centre and is within the City and County of Swansea (CCS) LPA.
- 2.2 The site's character and local context is illustrated on the aerial photograph contained as **Plan EDP 2**.

EDP SITE ASSESSMENT

- 2.3 Site visits took place in October 2022 in clear weather conditions. The visits were complemented by a review of aerial photography, mapping and field assessments from publicly accessible locations (e.g., from local roads and Public Rights of Way (PRoW)).
- 2.4 The site sits on Kilvey Hill, east of Swansea City Centre. At its highest, towards the south of the site, it peaks at c.190m above Ordnance Datum aOD, near two large satellite/transmission towers. At its lowest point, it descends to c.9m aOD, adjacent to where the River Tawe dissects the site in the north.
- 2.5 In the north, the redline begins near Landore Park and Ride. The narrow route then ascends to the south-east, up Kilvey Hill, through relatively dense coniferous and broadleaved woodland. The site then expands in width as it reaches c.125m aOD. This area, at the heart of the site, contains established weaving routes through the woodland, descending northwards towards the lower ground. There is only one designated PRoW which is found in this area of the site (footpath B0467) which extends for 1,258m in a north-east direction, away from the site. It has been laid with concrete to allow maintenance access up the hill, to the satellite towers. Despite being the only footpath within this part of the site, the disused Foxhole Quarry, on the western face of the hill, forms an area of Open Access Land which invades within the redline of the site. This has been illustrated on **Plan EDP 3**. The character of this area has a more open nature, though a detailed landscape character assessment has been undertaken for all areas of the site within **Section 4**.
- 2.6 The open access land continues further south; past the distinct satellite towers, where the elevation drops significantly. This naturally creates expansive views from the existing Public Rights of Way within the site, such as footpath B0466, which extends 442m firstly in an inverted 'c' shape, before traversing eastwards towards Port Tennant. Views from this part of the site range from the industrial influence of Port Talbot steel works in the far east, across Swansea Bay and towards Mumbles in the west. **Section 5** considers the visual connections both to and from the site, and its relationship with its surrounding context.
- 2.7 The site descends to c.80m aOD at its lowest southern point. It contains a range of hardy shrub and tree species, being on the most exposed face of Kilvey Hill. Gorse, Bracken and Pine were dominant in this area.

Section 3

Findings of EDP Data Trawl

- 3.1 The findings of EDP's data trawl of relevant environmental and planning designations are illustrated on **Plan EDP 3** and summarised in this Section.

BACKGROUND DOCUMENTS

- 3.2 The following documents are relevant and will be discussed as appropriate in this report:

- LANDMAP Landscape Character Assessment; and
- Swansea Local Development Plan (LDP) 2010-2025 (adopted February 2019).

LANDSCAPE-RELATED DESIGNATIONS

- 3.3 Landscape-related designations and policy considerations within 2km of the site are shown on **Plan EDP 3**. In summary:

- National Landscape Designations: the site does not lie within a nationally designated landscape;
- Local Landscape Designations: the site does not lie within a locally designated landscape; and
- Other Landscape-related Designations: the site does not lie within any other local designation of relevance e.g., Green Belt/Green Wedge.

- 3.4 There are no National Parks or Areas of Outstanding Natural Beauty within or in proximity to the site. The Gower Area of Outstanding Natural Beauty (AONB) is located over 7km from the site at its closest point. Given this distance, the natural beauty and special qualities of the AONB are unlikely to be altered, as a result of development at Kilvey Hill, in landscape character terms. Kilvey Hill is, however, visible from areas within the AONB (such as parts of Mumbles Hill) on a clear day. This has been discussed further, in visual amenity terms, within **Section 5** of this baseline report.

HERITAGE MATTERS

- 3.5 Heritage assets can influence the visual character of an area and enrich its historic value. This LVIAB addresses heritage assets only insofar as they are components of the wider contemporary landscape and townscape – not in terms of their significance with respect to special interest and value as heritage assets. Information in this regard is provided in a separate Heritage Impact study accompanying the application, prepared by Holland Heritage.

3.6 Within the wider study area, the following heritage assets are components of the local landscape:

- Vivianstown Conservation Area (CA) is located c.260m to the west of the site, and c.180m west the river River Tawe.
- Mount Pleasant and Alexandra Road CA's are found c.1.4km to the south-west, within the adjacent Swansea suburbs.
- Wind Street and Maritime Quarter CA's are located to the south-west, approximately 1.5km from site. Wind Street CA includes two Scheduled Monuments: Swansea Castle and the original Swansea castle grounds. Swansea Castle is a Grade 1 Listed Building;
- Oxford Street/Nelson Street/Union Street CA is situated c.1.8km south-west of the site, again:
- The Maritime Quarter CA is located to the south of the site and is approximately 165m distance from the site at its closest point; and
- There are a number of listed buildings within the aforementioned CAs, and within the wider city context, as well as several within nearby city suburbs. Within 250m of the site's redline boundary are Grade II listed 'Vivian engine house', 'Chimney west of Vivian Engine House', 'Boundary Wall of former Hafod Copperworks Canal Docks'. Additionally, 'Canteen Building at the Former Yorkshire Imperial Metalworks', 'Laboratory Building at Entrance to Former Yorkshire Imperial Metal Works' and 'Museum Stores, formerly Morfa Copperworks rolling mill' are positioned c. 100m west of the site boundary, near the existing Landore Park and Ride.
- Only two Grade II* Listed Buildings are found within 1km of the site, which include 'New Siloh (Seilo Newydd) Congregational Chapel' (c.500m north of the site) and 'Musgrave engine house and chimney' overlooking the river Tawe, adjacent to the White Rock Heritage Park.
- There are no Grade I listed buildings nearby.

Registered Historic Parks and Gardens (HPG)

- 3.7 There are no Historic Parks and Gardens that form a perceptual relationship to the site. The closest Historic Park and Garden is Cwmgelli Cemetery, c.1.2km north of the site. This is also adjacent to the Parc Llewelyn HPG found c.1.4km north of the development area.
- 3.8 St James' Garden and Crescent located more than 2.6km to the west of the site. All HPG's within the detailed study area have little to no visibility of the site due to localised landform, intervening development and trees. They are therefore no longer considered within this report.
- 3.9 Other HPG's are located within the wider study area – these are all due west and south-west of the site with limited potential for views of the proposals. They include Victoria Park,

Brynmill Park, Singleton Park and Sketty Hall, Cwmdonkin Park and finally Penllergaer Country Park.

- 3.10 The effects on the historical context and setting of heritage assets is not covered in the LVIAB, please refer to the Heritage Setting Assessment for an assessment of effects on heritage assets.

ARBORICULTURAL MATTERS

- 3.11 A significant area of the site, particularly the northern half, is covered by broadleaf and coniferous woodland. This is identified within Natural Resources Wales (NRW)'s National Forest Inventory dataset. On-site woodland has been surveyed independently by EDP for the purposes of informing the design of this development. Findings of these surveys can be found within the Arboricultural Baseline Report and Tree Retention and Removal Plan contained as **Appendix EDP 5**.

PUBLIC ACCESS AND RIGHTS OF WAY

- 3.12 A review of the definitive map reveals the following rights of way and Open Access Land (OAL) within the study area. The Wales Coastal Path lies approximately 700m to the east of the site at its closest point as it passes the Prince of Wales Dock and SA1.
- 3.13 Swansea Bay Cycle Route and National Cycle Network (NCN) routes 4 and 43 are located to the south and west; NCN 4 is located c. 700m from the site at its closest point. NCN 43 follows the alignment of the River Tawe and passes through the site near its most northern boundary. It then proceeds north, past the Liberty Stadium.
- 3.14 Kilvey Hill itself is an elevated area of Open Access Land containing Public Rights of Way (PRoW) to the east of the site with panoramic views over the city and Swansea Bay. Public rights of way within and surrounding the site have been mapped on **Plan EDP 2** and **3**. Footpaths within the site can be broadly described as follows:
- Footpath ST467 This pathway, which starts from the site's south-western corner, connects Danybeacon road to the 'Top of the Hill' viewpoint, where two other PRoW's intersect. It is 731m in length;
 - Footpath B0466 - This public footpath meets the footpath above at its most western point, weaves through the site's immediate landscape to the south and up into the site at its south-eastern boundary. This route spans 442m in length; and
 - Footpath B0467 - This route travels in a south-north direction, from the 'Top of the Hill' viewpoint, through mainly coniferous woodland, up to the north-east towards Bon-Y-Maen. It measures 1.25km in length.
- 3.15 The publicly designated routes above form part of a larger network of Public Rights of Way in the Swansea area. With the presence of Swansea city to the west of the site, these networks occupy the south and eastern rural areas in the sites' near context.

LOCAL PLANNING POLICY

- 3.16 A review of the policy frameworks, supplementary planning documents, evidence base documents and associated guidelines relevant to an assessment of landscape character is contained below.

FINDINGS OF EDP DATA TRAWL

Landscape-related Designations and Other Considerations

- 3.17 Landscape-related planning considerations within 2km of the site boundary are shown on **Plan EDP 3**. In summary:
- National Landscape Designations: the site does not lie within a nationally designated landscape; and
 - Local Landscape Designations: the site does not lie within a locally designated landscape.
- 3.18 The site is not wholly or partially covered by any statutory or non-statutory designations in landscape terms. There are Historic Parks and Gardens and the Wales Coastal Path within 2km of the site boundary. None of these designations are within or adjacent to the site itself as illustrated in **Plan EDP 3**. The National Cycle Route does run adjacent to the site's western boundary for a duration and intersects at the northern end of the site, where the A4217 crosses the River Tawe. It then continues north, broadly following the alignment of the waterway.

Section 4

Existing (Baseline) Conditions: Landscape Character

- 4.1 This section provides an assessment of the ‘baseline’ (existing) conditions in respect of the character of the site and its landscape context. It summarises any relevant published landscape assessments that contribute to a better understanding of the landscape within which the site is located. Such assessments provide a helpful understanding of the context, but rarely deliver sufficiently site-specific or up-to-date information to draw robust conclusions about the significance of any change proposed by the development. Accordingly, EDP has undertaken its own assessment of the site itself, which is included in this section.

NATIONAL LANDSCAPE CHARACTER ASSESSMENT

- 4.2 At a national level, the character of Wales has been described and classified in the National Landscape Character Area (NLCA) profiles, published by Natural Resources Wales (NRW). The site and its surroundings fall within NCLA 38 Swansea Bay, which extends from Porthcawl in the east, to Llanelli in the west:

- 4.3 “Key Characteristics:

- *Narrow coastal plain – a long lowland area, of limited width in its middle section, between uplands and the sea, and opening out into wider lowland areas at either end;*
- *Estuaries – including those of the Rivers Loughor, Tawe, Neath and Ogmores;*
- *Extensive soft coastline - sand dunes and sweeping sandy beaches and lagoons. Kenfig dunes/lagoon have important species including fen orchid and medicinal leech. Relict, prehistoric and later period landscapes, successively buried by wind-blown sand;*
- *Setting of steeply rising hills – in the central section around Port Talbot, and belonging to South Wales Valleys to the north;*
- *Coal measures - beneath much of the area, but Triassic mudstones form the northern bank of the Ogmores Estuary;*
- *Urban areas - dominated by the city of Swansea and the coalescing towns of Llanelli, Neath and Port Talbot. Swansea, with its strong architectural heritage and cultural importance forms a regional focus. Housing and business planned in large estates;*
- *Heavy industry – giant apparatus with large buildings and chimneys with steam issuing focussed at Port Talbot, with dominating visual and audible presence;*
- *Major transport corridor – with main road and rail lines linking settlements along the corridor, with associated movement, business and noise;*

- *Ports and docks – at major river estuaries. Historically the focus for industry but today regenerating and redesigning as post-industrial housing, education and leisure marinas;*
- *Historically strategic location - recognised early for good coal for industry and sea transport, and latterly by rail;*
- *Agriculture - in areas away from dunes and lagoons that have not been built on. Predominantly pasture for dairy, sheep or horse paddocks in regular, hedged fields; and*
- *In the few remaining rural parts – the pattern is settlements along roads, with scattered stone or white/cream render farmsteads.”*

4.4 The ‘heavy’ industrial and major transportation influences within the landscape character area, alongside the urban settlements along what is a narrow avenue of South Wales warrant an overall sensitivity of ‘low’ for NCLA38 Swansea Bay.

4.5 However, for the scale of the development proposed on the site, it is considered that the description of landscape character undertaken within the LANDMAP assessment below is more relevant in establishing the landscape resource baseline;

LANDMAP

4.6 Landscape Assessment and Decision Making Process (LANDMAP) is a ‘whole landscape’ approach that covers all landscapes, designated and non-designated. It identifies key landscape characteristics and qualities that can be used to aid planning policy and decisions. The accompanying guidance states that it is the use of all five layers of information (Historic Landscape, Visual and Sensory, Cultural Landscape, Geological Landscape and Landscape Habitats) that promotes sustainable landscape decision making, giving all five layers equal consideration.

4.7 The ‘aspect areas’, identified by the LANDMAP assessment, of relevance to the site, are summarised in **Table EDP 4.1**. Each aspect area is described, assessed and assigned one of four overall grades of value: low, moderate, high or outstanding.

Table EDP 4.1: Summary of LANDMAP Aspect Areas Relevant to the site.

Aspect	Aspect Area Name (Classification)	Evaluation Justification
Geological Landscape	St. Thomas (Man-made, engineered features and reclaimed/infilled land)	Low Urban development along the east side of the Tawe valley on the west and south facing slopes of Kilvey Hill. West fringe of area along Kilvey Hill has old quarries.
	Kilvey Hill (Lowland hills and valleys, dissected lowland plateau, lowland plateau)	Moderate Widespread Pennant succession with industry, etc. but some potential useful sites present.
	Lower Tawe River Valley (Tectonically controlled Topography, Valley following folds, Fault controlled gorges or scarps)	Moderate Tectonically controlled active river valley.
Landscape Habitat	Swansea Enterprise Park to Liberty Stadium (Dry (Relatively) Terrestrial Habitats built up areas, industrial)	Moderate This Aspect Area comprises the area around the Liberty Stadium and the Swansea Enterprise Park, it contains larger buildings with surrounding green space and two significant corridors through the Fendrod Lake and the River Taff both of which are Local Sites of Interest for Nature conservation. The habitats have local significance, and several species are of high importance are present.
	Enterprise Park Woodland (Dry (Relatively) Terrestrial Habitats, Woodland and Scrub, Mixed Woodland)	High This area comprises rural and industrial areas with tree lined corridors of open water and rivers. The habitat and species present are of importance nationally. The area has many valuable areas for wildlife and there is the chance to develop the biodiversity further.
	Kilvey Hill (Dry (Relatively) Terrestrial Habitats, Woodland and Scrub, Coniferous Woodland)	Moderate A generally poor habitat for biodiversity, a LBAP bird species (Nightjar) breeds in the area and it is considered worthy of SINC status.
	Foxhole (Dry (Relatively) Terrestrial Habitats, Heathland, Dwarf Shrub Heath)	High The area is, to a large extent, priority habitat with a number of scarce and LBAP species present.

Aspect	Aspect Area Name (Classification)	Evaluation Justification
Visual and Sensory	Swansea West (Development, Built Land, Urban)	No Evaluation No Justification.
	Swansea East (Development, Built Land, Urban)	No Evaluation No Justification.
	River Tawe (Water, Inland Water (including Associated Edge), River)	High The river forms an interesting green corridor with some pleasing views and vistas especially to the south. It is in generally moderate condition with water providing a constant consistent theme although bounded by some intrusive development. The river has a distinctive character with its powerful flow and range of characters being softer to the north and then a hub of activity around the marina. It is relatively rare in the city due to its high flow characteristics and its role as the focus of a green corridor into the centre of the city.
	Kilvey Hill (Upland, Hills, Lower Plateau and Scarp Slopes, Hillside and Scarp Slopes Mosaic, Wooded Mosaic Hills)	Moderate Although compromised in places coherence with Neath Port Talbot merits moderate value; and a mixture of discordant elements with visual detractors within and out.
	Crymlyn/Crymlyn Bog	High No justification. This type of landscape is exceptionally rare within the county - this being the only significant area. Its scenic quality is engendered in its simple landform and cover which contrasts with the surrounding area. It is consistent throughout its area. Encroachment of scrub reduces the simple qualities of the area.

Aspect	Aspect Area Name (Classification)	Evaluation Justification
Historic Landscape	Tawe River Corridor (Built Environment, Other built environment, Communications)	High Although this area does not have high cohesion, the survival of archaeological features associated with the highly important copper and coal industries of the district elevates the significance of the river corridor.
	Swansea Enterprise Parks (Built environment, Industrial, Processing/Manufacturing, Distribution/Retail services)	Moderate This is a heavily modified landscape with few surviving historic features.
	H30 Lower Tawe Valley (Rural environment, Agricultural Irregular fieldscapes)	Unassessed (insufficient information). This area of irregular fieldscape and dispersed settlement is considered to have good integrity and potential, and whilst not rare as a landscape type the area does include features of exceptional historic importance, which are nationally rare (i.e., 2 Scheduled Ancient Monuments). In addition, the area contains 2 grade II listed buildings of regional significance. However, insufficient information is available in relation to survival and condition, and without renewed heritage audit (i.e., field and desktop work) the area cannot be robustly assessed; for this reason, the Aspect Area has an unassessed overall evaluation.
Cultural Landscape	Swansea West (Development, Built Land, Urban)	No Evaluation No Justification.
	Swansea East (Development, Built Land, Urban)	No Evaluation No Justification.
	River Tawe (Water, Inland water, River)	No Evaluation No Justification.
	Kilvey Hill (Upland, Hills, Lower Plateau and Scarp Slopes, Hillside and Scarp Slopes Mosaic)	No Evaluation No Justification.

- 4.8 In terms of landscape character and visual amenity of the site, the key layer here is that of ‘Visual and Sensory’, some of the aspect layers of which are evaluated to be of ‘high’ and ‘Moderate’ value. Two other aspect areas however offered no evaluation or justification in terms of value (most likely due to being within the urban area). “The city west of the River Tawe forms the majority of the city of Swansea. It runs from the Swansea Bay waterfront up the slopes of Townhill, along the River Tawe, and up the various valley slopes

and hills to the north and west, towards Gower. To the south it includes the suburbs of Oystermouth and Mumbles. The city centre suffered major damage during World War II and was redeveloped post war. This development lacked a sense of place, and the area continues to undergo redevelopment to improve its character and offer. Highlights include the Maritime quarter including the Marina which is popular for leisure boats and associated recreation, and the National Waterfront Museum. The tower at Meridian Quay is the tallest building in Wales and forms a strong simple landmark visible across Swansea Bay and from the north. Swansea's key characteristic is its relationship to the sweeping curve of Swansea Bay. Dense urban development on hillsides fringing the bay is a characteristic with the regimented rows of housing at Townhill particularly prominent. The University and Singleton Hospital are other large structures noticeable across the bay. These are softened to an extent by the adjoining park and vegetation. The waterfront buildings and core of Oystermouth/Mumbles have a positive former fishing village character which complements the waterfront. The 20th century residential estates running to the west towards Gower have limited coherent pattern or character although some roads are treed and well heeled. The residential and commercial development spreading to the north of Swansea centre generally lacks sense of place, coherence and understandable pattern."

- 4.9 A summary description for the second unassessed area, Swansea East, states the following;

"The city east of the River Tawe runs from the still functioning docks adjacent to Swansea Bay up the lower slopes of Kilvey Hill and north along the floor of the river valley and associated slopes to the east. The housing is densely terraced to the south around St Thomas and in parts to the north with some 20th-century estates such as at Waunwen. 20th century commercial development dominates the valley floor developed on a mix of reclaimed and greenfield land. SA1 is a notable recent development on the main eastern approach to the city with new structures and uses giving new life to the dock waterfront."

- 4.10 LANDMAP's Geological Landscape aspect assessment concludes that an average evaluation of 'moderate' was given to the area, based on the two 'moderate' and one 'low' evaluations.
- 4.11 It summarised the area's Landscape Habitats as 'moderate' and 'high' with two evaluations for each character area that the site sat within. The greatest portion of the site however was positioned within the 'Kilvey Hill' group, whose evaluation must be attributed with the most weight of the four aspect areas. The average overall evaluation for the Landscape Habitats aspect is 'moderate'.
- 4.12 The next element is visual and sensory as discussed in **Table EDP 4.1 LANDMAP** failed to evaluate two of four-character areas. The two which received an evaluation were split between 'moderate' and 'high' overall ratings. However, similarly to the case of Landscape Habitats, Kilvey Hill itself (the most extensive area by the site) was evaluated as 'moderate', thus reflecting the majority of the site's sensitivity in visual and sensory terms.
- 4.13 In Historic Landscape terms, the adjacent areas were attributed with 'moderate' and 'high' evaluations. These character areas formed closely equal portions of the study area and therefore an overall rating of 'moderate/high' can be given to the surrounding Historic Landscape fabric.

- 4.14 Finally, LANDMAP identifies little in terms of cultural connections and this aspect has been declined any overall evaluation for the four character areas the site encompasses. However, it is clear from EDP's investigation and site visits, that Kilvey Hill itself forms a valued space for local community groups to gather and enjoy a range of activities. See paragraph 4.41 onwards for a site-specific description of the site's cultural value. This aspect area should be attributed a high sensitivity in this regard.
- 4.15 The LANDMAP assessment concludes that the majority of the aspect areas are of a 'moderate' quality. It is also important to acknowledge that this relates to the wider landscape, of which the site forms a part.
- 4.16 Having undertaken a wider field assessment within the study area, the following key characteristics described in the overall LANDMAP character assessments were found to be consistent with the area in and around the site:
- The strong river corridor provides a green network from southern areas of recreation such as the marina, up towards the Liberty stadium, where the site boundary crosses;
 - Some pleasing views towards the south from Kilvey Hill, though Port Talbot Steel Works are a slight detractor within those views;
 - Dense urban development upon hillsides, particularly to the south of Kilvey Hill are present; and
 - Many sprawling residential and commercial developments are seen from Kilvey Hill, given its elevation in the landscape. Much of this lacks any real pattern or sense of place.
- 4.17 Few differences to the above LANDMAP observations can be found; one being the limited acknowledgement of the post-industrial and often neglected areas of the nearby city edges and the influence of these on the experience of the landscape. This includes those immediately to the north of the site overlooking the River Tawe. This may not have been the case in the past (or at the time of the assessment), but it is important to acknowledge and consider, given the nature of the development being proposed. Another defining difference is the lack of acknowledgement with regards to the site/area's cultural connections. LANDMAP identifies little by way of these, however from site visits and desktop research (as described within EDP's Site Assessment below), it is clear that Kilvey Hill in particular forms a key place for local communities to engage in a variety of activities.
- 4.18 Overall, however, both the immediate and wider landscape within which the site is situated is considered to correlate well with the aspect areas described in the LANDMAP assessment. The additional low level of footpath provision beyond the site creates fragmented routes, without any real continuity.
- 4.19 The value and susceptibility of the landscape context of the site, and accordingly the sensitivity, varies depending on which character area one is considering. For brevity, the following table provides EDP's considerations for the various areas (led by the visual and sensory aspect layer areas for simplicity) which form the landscape context to the site in accordance with EDP's methodology (included at **Appendix EDP 2**):

Table EDP 4.2: Assessment of Sensitivity for Relevant Character Areas

Character Area	Susceptibility	Value	Sensitivity	Commentary
Swansea west	Low	Low	Low	Urban area with views towards the site screened or framed by significant built form. Limited susceptibility to development of this type/scale on the hill.
Swansea east	Low	Low	Low	Urban area with views towards the site screened or framed by significant built form. Limited susceptibility to development of this type/scale on the hill.
River Tawe	Low	High	Medium	High quality landscape (generally) along the river corridor but well enclosed by tree cover and with built form to the west and east which lowers the susceptibility to the type of development proposed.
Kilvey Hill	High	High	High	Sensitivity relates to the hill as a whole, not just the site (covered separately below). The woodland cover is in poor condition and requires better management, grassland is of greater value but again lacks management and is at risk of impacts from fire etc. Most of the hill is of high value in landscape character terms and is highly susceptible to development of this type.
Crymlyn/ Crymlyn Bog	Low	Very High	High	Crymlyn bog lies well outside the site and has limited visibility of the site area, so susceptibility is limited to low. The landscape is rare in the county however so warrants very high value.

4.20 Impacts on the landscape character of these various areas will be considered further within the Landscape ES Chapter.

SITE CHARACTER – EDP ASSESSMENT

- 4.21 While the above-published assessments provide a helpful contextual appreciation of the wider landscape, none provide a sufficiently site-specific assessment to allow a reliable consideration of the effects of the proposed development on the landscape of the site. In particular, published assessments tend to miss more localised influences on the landscape, such as the effect of traffic or existing development on tranquillity and visual character, especially in close proximity to settlements. This requires an appropriately detailed assessment of the site itself and its immediate surroundings, which EDP has undertaken and is described below.
- 4.22 A site visit took place on 17 October 2022 in clear weather conditions. The visit was complemented by a review of aerial photography, mapping and field assessments from publicly accessible locations (e.g., from local roads and PRoW).

Physical Landscape

- 4.23 As briefly discussed within **Section 2.** and in accordance with the findings of EDP's site assessment, the site is enormously varied in terms of its contours and topography.
- 4.24 Kilvey Hill rises to c.190m aOD and contains undulations, both natural and manmade, the latter stemming from its industrial past.
- 4.25 Beginning in the north, the site is divided by the River Tawe. This offers a low point within the local landscape, before it rises each side of the river, to approximately 9m aOD in the north where Landore Park and Ride car park is located adjacent to the A4217. There is a roundabout to the south of this, before an expansive area of gravel/hardcore, appearing to be a disused brownfield parcel of land. **Image EDP 4.1** illustrates the view from this point, looking south, across the River Tawe towards Kilvey Hill.



Image EDP 4.1: View towards Kilvey Hill from Landore Park and Ride.

- 4.26 Immediately south of the River Tawe, within the redline, is where the landform begins its ascent. Localised plateauing of this landform occurs where the A4217 and Pentre-Chwyth Road dissect through the site at c. 23m and 24m aOD respectively. As the site level climbs, north to south, broadleaved woodland occupies the vast majority of the area. Small pockets of bare land sit within areas of woodland, where it appears land has been affected by the quarrying activities of its past or has not been subject to forestry planting.
- 4.27 The site reaches 190m aOD at its highest point, towards the south of the red line area. Here the previously mentioned masts form a prominent detractor in landscape character terms. Associated buildings adjacent to the masts offer further variation from the natural topography and semi-natural vegetation that the majority of the site otherwise presents.
- 4.28 Beyond the masts, to the south, there is a steep drop off, from above which expansive views over Swansea are available. Sweeping paths along the hillside work their way from the settlement to the south (c.68m aOD) to the hilltop. Interspersed vegetation in the form of trees and hardy shrubs offer additional variation to the physical landscape.



Image EDP 4.2: View from PRoW near to southern site boundary towards Port Talbot steelworks, emphasising the traversing route around the hillside.

- 4.29 To the east of the site boundary lies undulating landform, consisting of rolling hills and a large solar farm development, on the previously known Carn-Nicholas Farm. This almost immediately abuts the site boundary. To the south of the site boundary and further east still, is a large area of open access land. It avoids the footprint of the solar farm but surrounds many of the PRoW routes to the north of Dan-y-graig cemetery. Most of Kilvey Hill is also covered by a Site of Important Nature Conservation (SINC) designation, which values it as an ecological resource.

Visual and Sensory

- 4.30 The site's visual and sensory character is largely defined and informed by the local landform and topography. As well as the appearance of the site itself, what is key to this aspect area is the variety of views available towards the adjacent landscape, coastline and Swansea City. Further to this, the undulations, slopes and falls discussed above inform the visual connections to and from certain points of the site.
- 4.31 Beginning in the north, as pictured in **Image EDP 4.1** above, the site's summit is visible from north of the River Tawe. This view also offers views of the site's large areas of woodland, as well as the influences of quarrying activities on the site's western side. This view is taken from an urban area, which is in a somewhat derelict part of the site. The potential tranquillity of the area to the north is heavily influenced by road noise, retail parks, and the park and ride, reducing its sensitivity.
- 4.32 To the west of the site, near the open expanses of grassland at the top of the hill, are wide ranging views of the urban city and suburbs of Swansea. The variety of distances of these views gives a sense of openness, alongside the lack of tall vegetation upon the hilltop. The tranquillity in the east is also hampered by the business of the city. Traffic/road noise effects the calmness of the area, despite the wide-ranging views.



Image EDP 4.3: Grassland interspersed within woodland, looking west towards Swansea City.

- 4.33 The southern part of the site, on the top of Kilvey Hill, shares similar traits to that of the east. Expansive views out over Port Talbot and over Swansea Bay dominate the senses here. Again, influenced by the proximity of the city, these areas are somewhat reduced in tranquillity but still offer users an elevated lookout, which is typically hard to find nearby.

- 4.34 Lastly, the east of the site is less accessible than the former points. Densely vegetated coniferous woodland makes the vast majority of it enclosed with little to no visual connections. There are a few walking routes which travel through the east, such as the PRoW. The users of these footpaths experience a different journey than those walking the open access land to the east. The tranquillity of this part of the site benefits from its enclosed nature. Road and city noise is somewhat reduced, although with the neighbouring solar farm nearby as well as the satellite towers, at times the sense of tranquillity is interrupted.



Image EDP 4.4: Image from undesignated weaving route to the east, through the community woodland.

Landscape Fabric and Habitats

- 4.35 The northern half of Kilvey Hill, in addition to its eastern and western slopes, is dominated by coniferous woodland. Much of the woodland appears of relatively poor quality, due to overcrowding and a dense canopy, limiting light at floor level, suppressing a diverse ground flora. Larch dieback disease is also apparent.
- 4.36 The bottom slopes of Kilvey Hill along the north-western side of the site are more representative of a mixed woodland community. Although coniferous species still occur, other species such as silver birch are dominant.
- 4.37 The summit of Kilvey Hill features grassland habitats with dense and scattered scrub also present. Bramble and gorse are heavily represented within the southern and western slopes of Kilvey Hill.

- 4.38 Areas of Lowland Heath occur in small, discreet patches in the west and south of the application site and dry and damp purple moor-grass rush-pasture occupy large areas to the west of the site boundary.
- 4.39 Thin strips of semi-improved grassland accompany the public right of way from Bon-y-maen, up towards the top of Kilvey Hill. The grass is mostly banked either side and is maintained to allow vehicular access up to the satellite towers.
- 4.40 The hill includes several ponds and waterbodies both man-made and naturally formed. Additionally, the northern half of the application site includes several small streams following downhill, from their source at the summit, through coniferous woodland and eventually discharging into the River Tawe.
- 4.41 The most northerly extent of the application site contains an expansive area of hard standing, near the Landore Park and Ride car park. Additionally, the PRow route from Bon-y-maen to the summit of Kilvey Hill is also a concrete road, c.4m in width, to service vehicles to the telecommunications towers at the top of the hill.

Historic Landscape Character

- 4.42 The LANDMAP assessment identifies the bulk of the site's historical importance to be centred around the Tawe river corridor character area. Though in designation terms, this is where the bulk of the sensitivities lie in the form of Scheduled Monuments and Listed Buildings,
- 4.43 EDP's site visit considers such features as elements within the landscape, contributing to its character. Some of the features on site include the Quakers seat lookout point at the top of the hill, the windmill ruin, near the satellite towers and a stone circle towards the south of the site.
- 4.44 The site itself doesn't contain any historical designations. It does however contain evidence of its industrial past with the aftermath of its quarrying activities present within the landscape. Man made variations to the landscape/landform offer a reminder of this.
- 4.45 Nearby Scheduled monuments and historic buildings in part serve to influence the site, in terms of their visual influence and proximity to the site, particularly to the north-west. This includes White Rock Heritage Park, between the River Tawe and the A4217 as well as the listed Musgrave Engine House, which is positioned on the opposite side of the river. The influences of these elements are limited to the northern end of the site, given the limited visual connection from within the forests and further south.

Cultural Connections

- 4.46 The site is not identified to be of particular cultural value within the LANDMAP assessment. However, as recognised through EDP's site visit, the site itself accommodates a range of activities for local community groups to engage with. The hill plays host to a range of events, namely bush-crafting, coppicing, woodland and night walking, woodworking, and Christmas tree 'cut and carry' sessions.

- 4.47 The site contains informal walking and cycling routes which are regularly used by the public. Sculptural/natural art was also present in certain areas of the lower site; (the green man sculpture and consented round houses under construction). Archaeological elements upon the site also feature as key places to enjoy, such as stone circles, the quakers seat, ponds and windmill ruins.
- 4.48 In connectivity terms, the site is crossed by a National Cycle Route to the north of the site, near the River Tawe/A4217 intersection, identifying a level of recreational value to the area. This considered, there is a lack of PRoW networks, particularly to the north of the site. This leaves the site devoid of any real legible connection between the green corridor of the River Tawe, which is divided by the busy A4217.
- 4.49 As mentioned above, the heart of the site contains several undesignated routes weaving through the established woodland glades. These routes are used regularly by the public.
- 4.50 Public Footpath BO467 goes right through the heart of the site, connecting Bon-Y-Maen to the peak of Kilvey Hill, adjacent to the satellite masts. This route has been laid with concrete and tarmac for vehicular access, which detracts from the rural setting and character of the PRoW route.
- 4.51 The south of the site is better connected, with several designated routes traversing the landscape allowing views out to sea. These routes appear to be well used and connect with the nearby urban form which forms the southern half of the hill. This area however is a steep hill face, which climbs from the SA1 area to the top of Kilvey Hill, and is inaccessible in many places.

Conclusions on the Site's Landscape Character

- 4.52 EDP's assessment concludes the findings of the site's quality in terms of the different aspect areas above as:
- The physical landscape differs greatly from its immediate surroundings, though has been heavily influenced by quarrying and its industrial past. This also feeds into the historic conclusions upon the site. As the LANDMAP assessment also suggests, it is a 'modified' landscape though it is not particularly celebrated for its assets on-site. These aspect areas are of a low sensitivity to change.
 - The visual and sensory aspect is of greater value in terms of views and receptor experience. There are variations in the type of views within different areas of the site; from expansive wide-ranging views in the south, to filtered and mostly concealed views within the woodland glades. This aspect area warrants a high sensitivity.
 - Additionally, landscape fabric and habitat judgements concur with the findings of the LANDMAP assessment. The site's myriad types of landscape offer good habitat opportunities to wildlife which in turn warrants a high level of sensitivity attributed to this aspect area.
 - The site contains several culturally important qualities, and its landscape allows local community groups to regularly undertake a range of events and workshops. PRoW's

run through the site, as well as informal dog walking routes through the site's woodlands. Open access land at the heart and to the south of the site offer the public an amenity within a relatively urban setting to experience nature and escapism from Swansea City. This, similarly to the visual and sensory and landscape habitat, should warrant a high sensitivity.

- 4.53 To summarise, the site benefits from its elevation and rural feel. Despite this, detractors also appear on site, reducing its sensitivity to change. Following the detailed assessment of the on-site landscape character, it is deemed to disagree with the findings of LANDMAP and its conclusions on the site's immediate context. The overall sensitivity of the landscape character of the site itself is deemed to be **high**.

Section 5

Existing (Baseline) Conditions: Visual Amenity

INTRODUCTION

- 5.1 Visual amenity (as opposed to ‘visual character’ described in the previous section) is not about the visual appearance of the site, but has to do with the number, distribution and character of views towards, from or within the site. An analysis of visual amenity allows conclusions to be reached about who may experience visual change, from where and to what degree those views will be affected by the proposed development.
- 5.2 This section describes the existing views. An analysis of existing views and the ‘receptors’ likely to experience visual change is conducted in three steps, described in turn below:

STEP ONE: DEFINING ZONES OF THEORETICAL AND PRIMARY VISIBILITY

- 5.3 The starting point for an assessment of visual amenity is a computer-generated ‘zone of theoretical visibility’ (ZTV). The ZTV is derived using digital landform height data only and therefore it does not account for the screening effects of intervening buildings, structures or vegetation, but it does give a prediction of the areas that, theoretically, may be able to experience visual change; it thus provides the basis for more detailed field assessment.
- 5.4 The ZTV is then refined by walking and driving local roads, rights of way and other publicly accessible viewpoints to arrive at a more accurate, ‘field-tested’ zone of primary visibility (ZPV). The ZPV is where views of the proposed development would normally be close-ranging and open, whether in the public or private domain, on foot, cycling or in a vehicle. In this instance, the field assessment was undertaken by an experienced Landscape Architect on 19 October 2022 in clear weather conditions, and therefore confidently predicts the extent of wintertime views of the proposed development.
- 5.5 **Plan EDP 4** illustrates the initial ZTV, as well as those representative viewpoints (and their locations) that have been selected due to their potential to be affected by proposed change within the site and/or the underlying sensitivity of receptors in these locations.

STEP TWO: DEFINING RECEPTOR GROUPS

- 5.6 Within the ZTV and wider area, the people (‘receptors’) likely to experience visual change can be considered as falling into a number of discernible groups.

Rights of Way Users/Coastal Path/ National Cycle Route/Open Access Land

PRoW

- 5.7 The site contains several Public Rights of Way (PRoW) near to and within its boundaries. The majority, illustrated on **Plan EDP 2**, occur mainly to the south of the site, particularly where the landform drops, offering views out to the Bristol Channel.

PRoW B0467

- 5.8 Footpath B0467 travels broadly in a north-south direction, adjoining Bon-Y-Maen and Pentre Chwyth with Kilvey Hill. The route has been subject to recent development in its northern half, with highway enhancements being introduced as part of the adjacent solar farm development. The route now contains finished tarmac with traffic calming measures to limit the speed of vehicles along it. The southern half is a winding route, through mainly coniferous woodland, and is used as both a PRoW and a vehicular access route to the top of Kilvey Hill, for maintenance of the satellite towers. Concrete surfacing at c.2m wide runs to the peak of Kilvey Hill, and subsequently along the remainder of the PRoW.

PRoW B0466 and B0473

- 5.9 Footpaths B0466 and B0473 traverse the site's landform on its southern side, where it drops towards Port Tennant. The routes, similar in character, wind and weave through steep topography and finally emerge at the summit of Kilvey Hill. These routes contain expansive views to the south, over both Swansea Bay and eastward towards Port Talbot.
- 5.10 Nearby, and also to the south, are footpaths ST467, ST469A, ST475 and ST481, which all form the local PRoW network, adjoining the nearby settlements with a more rural area of Swansea, in Kilvey Hill. As mentioned, expansive views from these routes are common and will remain unchanged when looking south, despite development at Kilvey Hill.

PRoW ST469A, ST469B, ST475, ST481A and ST481B

- 5.11 These footpaths all traverse across the southern slope of Kilvey Hill and offer wide ranging views towards both Port Talbot and across towards Swansea Bay. Views are often gained through partially wooded areas but are largely open and expansive. The views are heavily influenced by the built urban form and the business of Fabian Way. The dense urban form of St Thomas, alongside the industrial appearance of the sewage works and Swansea docks hamper the views from these footpaths.

PRoW ST484 and B0484

- 5.12 ST484 and B0484 are further east of the site and occur in a much more rural area. These routes align with country lanes and field boundaries and offer a more tranquil walking route than those mentioned above. Busy country lanes still detract from these PRoW's however the rolling hills and quieter setting heighten their sensitivity, due to the experience of the user.

Wales Coastal Path

- 5.13 **Plan EDP 3** illustrates the route of the Welsh coastal path, which passes c.600m south of the site boundary. Receptors upon this route, alongside those using the national cycle route, will visually experience Kilvey Hill, as they travel towards/from Swansea Bay. Only the southernmost part of the site is visible, given the adjacent landform. Also, present detractors within the landscape are the existing satellite towers within the site boundary, as well as the newly operational solar farm, immediately to the site's east. Several representative viewpoints have been taken/assessed along the coastal path, given the heightened sensitivity of receptors enjoying this designation.

Swansea Gower Area of Outstanding Natural Beauty (AONB)

- 5.14 Mumbles Hill, an area within the Gower AONB, is found c. 7.5km south-west of the site. Users of this area can experience expansive views across Swansea Bay and towards the application site. Within the view, albeit at a great distance, is the Swansea Tower as well as other large structures, such as the Civic Centre and the urban form of Swansea City itself. Given the intervening distance, views are only discernible on a clear day with good visibility. Also visible within the view, and more relevant to the site, are the telecommunications towers at the top of Kilvey Hill. The towers themselves form a miniscule element within the view and sit within the backdrop of the intervening Swansea Tower and other large buildings, as well as the urban form at the base of Kilvey Hill such as St. Thomas and Port Tennant. Users of the AONB and Mumbles Hill are of a very high sensitivity. However, due to distance and the scale of the application site within this view, receptors of the Gower AONB are scoped out from further consideration of visual effects within this report.

National Cycle Route

- 5.15 The national cycle route passes by Kilvey Hill in multiple directions, as illustrated on **Plan EDP 3**. It roughly aligns with Fabian Way, from the more industrial parts of Swansea to the east, and travels westwards towards the town centre, through the recent SA1 development and towards the Swansea marina. It then travels northbound, along the River Tawe embankment and emerges upon the site boundary near White Rock Heritage Park and the A4217 roundabout. An underpass then takes cyclists over the River Tawe and towards the Liberty Stadium. Being another sensitive designation for receptors, representative viewpoints have been taken upon this route.
- 5.16 Views along the cycle-way vary in character and differ in their visual relationship towards the development site. To inform the assessment of the proposals, EDP have sought the worst-case scenario for possible views towards the site and these are contained within **Appendix EDP 4**.

Open Access Land

- 5.17 Open access land occupies much of Kilvey Hill and its neighbouring undulating landform to the east. From the north-eastern side of Port Tennant, extending north as far as Llanerch Slant disused quarry is open access for the public. It then extends towards Kilvey Hill on its southern face towards the settlement of St Thomas. From here it extends north towards another disused quarry on the western face of the hill. The designation overlaps into the site boundary on several occasions, predominantly covering the grassland of the disused quarry, immediately west of footpath B0467. It also covers the southern parcel of the redline boundary, where views towards the south are readily available. Public Rights of Way are also available on this part of the site, as previously described.

Road Users

- 5.18 The site sits adjacent to a large network of roads. These range from busy 'a' roads such as the A4217, passing the site to the residential streets to the north (Pentrechwyth, Bon-y-Maen), south (St. Thomas, SA1 regeneration zone) and west (Swansea City Centre).

A4217

- 5.19 The A4217 runs north-west of the site and forms a key interchange from the north (near the Liberty Stadium) and the south, towards SA1. At a larger scale, it forms one of two main routes into Swansea from the M4 motorway. It is a heavily utilised route with a wide range of vehicles reliant upon it. The development boundary intersects with this route near to the White Rock Heritage Park, albeit the proposed development will be elevated in this location. The road is mostly lined by urban settlement along its route with the exception of the immediate rural land, between it and Kilvey Hill.
- 5.20 A large mix of residential streets, both one and two way, surround the site within nearby settlements. Brokesy Road and Llanerch Road, in Bon-y-maen sit close to the existing access road, recently improved, with respect to surfacing, by the neighbouring Solar Farm on Kilvey Hill.
- 5.21 Headland Road and Danybeacon are residential roads to the south-west of the site. These sit within the St. Thomas settlement, slightly elevated in the landform.
- 5.22 The A483 passes the site in an east-west direction, circa 600m from the site boundary. This forms the second of the two main routes into Swansea city centre from the M4, the primary one from the east and possibly the busiest. This highway is predominantly four lanes wide with a central reservation, accommodating a large volume of vehicular traffic each day.
- 5.23 From the identified local road network, views of the site are often/regularly available. The site sits elevated in the landform in comparison to its nearby, mostly flat surroundings. Most of the site's nearby roads experience a view of Kilvey Hill somewhere along their routes.
- 5.24 To summarise, the site is elevated within the landscape and therefore can be seen in views from many nearby roads. Receptors on major roads (such as Fabian Way, or the A4217) are typically seen as a low sensitivity, due to the nature of the experience whilst driving on a fast or busy road. Roads within more residential areas can be seen as slightly more sensitive due to the low speed environment. However, many of these fall within urban settlements, already influenced by built form. Alongside this, Kilvey Hill is not currently development free, as it contains satellite towers at its summit. Given the general urban setting of the local highway network, the majority of roads will be of a low sensitivity, unless they are quiet, slow and mostly rural.

Residential Dwellings/Groups

- 5.25 Views from private residential properties, although likely to be of high to very high sensitivity to changes in the view, are not protected by national planning guidance or local planning policy. Accordingly, changes to the character, 'quality' and nature of private views are not a material planning consideration in the determination of a planning application. However, they remain relevant to this review of the predicted extent and nature of visual change, so are reviewed briefly below. Residential receptor groups are as follows;
- Bon-y-maen and Pentre-chwyth, found c.300m north of the site. Kilvey Hill is present within many residential views from this area, given its natural topography. It appears rural in nature within these views due to the forestry cover, however the settlement itself is very urban, with sprawling development scattered across its rolling hilltops;

- St. Thomas lies to the south-west of the site, upon the 'foot' of Kilvey Hill. It consists of relatively dense hillside development, with expansive views over Swansea Bay where allowing. Public Rights of Way ST467 and ST469A connect the settlement with Kilvey Hill, although the routes are steep, allowing for limited visibility of the site, at the summit of the hill, from within the settlement;
- The SA1 regeneration area facilitates views north from the waterfront. Kilvey Hill is prominent in most views from this direction, especially when elevated in towers or large building blocks; and
- The settlement of Hafod and others, to the west of the site, across from the River Tawe. The visual connection to Kilvey Hill from this area is present despite railway lines and intervening industrial buildings, given the elevation on which the site sits.

Commercial Receptors

- 5.26 Several distribution warehouses and logistics centres neighbour the site to the north and west. Given that receptors using these facilities are already influenced by the built form of the area and are likely to be using the buildings with distraction from the wider landscape context, it is determined that this receptor group is of a low visual sensitivity to development of the site.

STEP THREE: DEFINING REPRESENTATIVE VIEWPOINTS

- 5.27 Within the ZTV, there are several individual points at which there are potential views towards the site. EDP has selected a number of viewpoints that are considered representative of the nature of the views from each of the receptor groups. The selection of the representative viewpoints is based on the principle that the assessment needs to test the 'worst case' scenario, and in selecting these viewpoints, EDP has sought to include:
- A range of viewpoints from all points of the compass, north, south, east and west;
 - A range of viewpoints from distances at close quarters (from within the site boundary) and up to distant viewpoints at 2.7km from the site; and
 - Viewpoints from the most sensitive receptor groups.
- 5.28 The representation of views is supported by fourteen photoviewpoints, the number and location of which has been agreed with the LPA through extensive liaison and a site walk, undertaken on 23rd January 2023. Discussions involved Swansea Council's Landscape Officer (Mr Jeff Saywell), the assigned Case Officer (Mr Simon Hughes) as well their Head of Placemaking and Heritage lead (Mr Stephen Smith). Their locations are illustrated on **Plan EDP 4**. Photographs from the selected photoviewpoints are contained in **Appendix EDP 4**. The purpose of these photoviewpoints is to aid assessment of a visual receptor(s).

Table EDP 5.1: Summary of Representative Photoviewpoints.

PVP No.	Location	Grid Reference	Distance and Direction of View	Reason(s) for Selection and Sensitivity of Receptor
1	PRoW B0466	267304, 193950	0m, South	Pedestrians (PRoW Users)
2	PRoW B0467	267155, 194054	0m, North-west	Pedestrians (PRoW Users)
3	Musgrave Engine House Scheduled Monument	266186, 194947	130m, South-east	Pedestrians, Cyclists
4	White Rock Scheduled Monument	266245, 194772	150m, North	Pedestrians
5	A4217: Landore Park and Ride Entrance	266216, 195148	0m, South-east	Pedestrians, Road users
6	National Cycle Route 43 (Liberty Stadium)	266340, 195499	300m, South	Pedestrians, Car Park Users
7	Footpath LT451/National Cycle Route (North)	267125, 197105	2km, South	Pedestrians, Cyclists (PRoW users)
8	Footpath B0483	268475, 195612	1.5km, South-west	Pedestrians, Cyclists (PRoW users)
9	Wales Coastal Path 898 (East)	268720, 193055	1.3km, West	Pedestrians, Cyclists (Coastal Path Users)
10	Wales Coastal Path 898 (South)	267008, 193173	600m, North	Pedestrians, Cyclists (Coastal Path Users)
11	SA1: South of Prince of Wales Dock	266736, 192778	1km, North	Pedestrians
12	Swansea Castle	265700, 193081	1.7km, North-east	Pedestrians
13	Wales Coastal Path 898 (West)	264878, 192307	2.7km, North-east	Pedestrians, Cyclists (Coastal Path Users)
14	PRoW C0132	263882, 194697	2.3km, East	Pedestrians (PRoW Users)

Appendix EDP 1 LVIA Glossary of Terms

TERM AND DEFINITION
Baseline
The existing (pre-development) landscape and visual context of a study area, including landscape fabric, landscape character and existing views. The landscape baseline is not static and may be changing for various reasons. The landscape baseline can also consider such factors and describe the likely future landscape character of the landscape, without the proposed development.
Effects
A predicted change in the environmental baseline as a result of the proposed development. Effects can be positive or negative.
Field Pattern
The pattern of hedges and walls that define fields in farmed landscapes (LI/IEMA 2002).
Intervisibility
Two points on the ground or two features are described as intervisible when visible from each other.
Landscape
Landscape results from the way that different aspects of our environment (physical, social, aesthetic and perceptual) interact together and are perceived by us: - Physical elements – e.g. geology, landform, soils, flora and fauna; - Social elements – e.g. land use, enclosure patterns, and the patterns, form and scale of settlements and other built development; - Aesthetic factors – e.g. colour, form, visual texture and pattern, sounds, smells and touch; and - Perceptual factors – e.g. memories, associations, stimuli and preferences.
Landscape Capacity
The degree to which a particular landscape character type or area is able to accommodate change without significant effects on its character. Capacity is likely to vary according to the type and nature of change being proposed.
Landscape Character
Landscape character arises from a distinct, recognisable and consistent pattern of physical and social elements, aesthetic factors and perceptual aspects in the landscape.
Landscape Character Areas (LCAs)
Single unique areas that are discrete geographical areas containing one or more landscape types.
Landscape Character Types (LCTs)
Generic units of landscape that display a distinct, consistent and recognisable landscape character.
Landscape Condition
Description of the maintenance and condition of landscape elements and the degree to which landscape elements are representative of the landscape character area.
Landscape Element
A physical component (both natural and manmade) of the landscape.
Landscape Fabric
The elements and features that constitute the physical components of the landscape, including ground vegetation, hedgerows, trees, shrubs, walls, fences and vernacular structures.
Landscape Units
An umbrella term for landscape character areas and landscape character types.
Landscape Value
The importance or value of the landscape to society, usually based on landscape designations or policies as indicators of recognised value.
Mitigation
Measures, including any process, activity or design that will avoid, reduce, remedy or compensate for the predicted effects of a development on the environmental baseline.
Public Access
Definitive rights of way – public footpaths, bridleways, cycle routes, Byways Open to All Traffic (BOATS) and highways. Shown on Definitive Rights of Way maps held by the Local Authority.

TERM AND DEFINITION
• Permissive paths and bridleways – routes where there is public access with the permission of the landowner. Such routes are usually closed at least one day a year to prevent establishment of a public right of way; • Public open space – areas designated for specified public uses, usually in the ownership of the Local Authority. Includes parks and recreation grounds. Shown on Local Development Plans; • Beaches – the public have permitted access to much of the foreshore (intertidal zone – between high and low tide marks) owned by the Crown Estate, and on land above high-water mark owned by the Local Authority. Some beaches above high tide mark is privately owned and some beaches and foreshore have restricted access for military purposes; • Access land – land where public access is currently permitted with the permission of landowners. Includes land outlined in purple on the OS Explorer (1:25,000) sheets and with: ○ No symbol – land open to public with permission of owners; ○ White oak leaf in purple box – National Trust, always open; ○ Purple oak leaf in white box – National Trust limited access; ○ Tree symbols in purple box – Forestry Commission; ○ Single leaf in purple box – Woodland Trust; and ○ White “AL” in purple box – other access land. • Open access land – areas of mountains, moor, heath, down, common land and coastal foreshore that have been designated under Section 2 of the Countryside and Rights of Way Act 2000. The right of access is for walkers only and does not extend to cycling, horse riding or driving a vehicle, nor does the right of access apply to developed land, gardens or cultivated land. Under the CROW Act 2000, there was a process of consultation that allowed the right of appeal for those with a legal interest in the land, and for sensitive ecological or archaeological sites to be excluded. Conclusive maps showing the areas designated as open access land (Registered Common Land and Open Country) are now available from Natural England (in England) and the Countryside Council for Wales (in Wales).
Viewing Distance
That distance that a viewpoint illustration should be held from the eye in order for the illustration to match the scale of the actual view when used in the field to identify the location and scale of the proposed development.
Visibility
Visibility is a measure of the distance that can be seen by the human eye at any one time. Daylight visibility will depend on several factors, including: • Atmospheric transparency (governed by the solid and liquid particles held in suspension in the atmosphere); • Degree of contrast between an object and the background against which it is observed; • Position of the sun; and • Observer's visual acuity.
Visual Receptor(s)
An individual observer or group of observers who are capable of experiencing a change in the view.
Zone of Theoretical Visibility (ZTV)
The ZTVs consider the 'bareground' situation and assume excellent visibility with no atmospheric attenuation. The ZTVs therefore represent the maximum potential, theoretical visibility i.e. the worst-case situation. In reality, other components of the landscape such as forestry, trees, buildings etc. will introduce screening effects which, coupled with the atmospheric conditions, will reduce this visibility, in some instances to a considerable extent.

Appendix EDP 2

LVIA Assessment Methodology

INTRODUCTION

- A2.1 This section provides a methodology for landscape and visual impact assessment as used by EDP.

METHODOLOGY

- A2.2 The assessment methodology for assessing landscape and visual effects prepared by EDP is based on the following best practice guidance:

- Guidelines for Landscape and Visual Impact Assessment – Third Edition (LI/IEMA, 2013);
- An Approach to Landscape Character Assessment (Natural England 2014);
- Landscape Character Assessment – Guidance for England and Scotland (Swanick and LUC, 2002) produced on behalf of the Countryside Agency and Scottish Natural Heritage; and
- Photography and photomontage in landscape and visual impact assessment - Landscape Institute Advice Note 01/11.

- A2.3 Other reference documents used to understand the baseline position in landscape terms comprise published landscape character assessments appropriate to the site's location and the nature of the proposed development.

- A2.4 The nature of landscape and visual assessment requires both objective analysis and subjective professional judgement. Accordingly, the following assessment is based on the best practice guidance listed above, information and data analysis technique. It uses quantifiable factors wherever possible and subjective professional judgement where necessary and is based on clearly defined terms (see Glossary, **Appendix EDP 1**).

Landscape Assessment

- A2.5 Landscape effects derive from changes in the physical landscape fabric that may give rise to changes in its character and how this is experienced. These effects need to be considered in line with changes already occurring within the landscape and which help define the character of it.
- A2.6 Effects upon the wider landscape resource i.e. the landscape surrounding the development, requires an assessment of visibility of the proposals from adjacent landscape character areas, but remains an assessment of landscape character and not visual amenity.

Visual Assessment

A2.7 The assessment of effects on visual amenity draws on the predicted effects of the development, the landscape and visual context, and the visibility and viewpoint analyses, and considers the significance of the overall effects of the proposed development on the visual amenity of the main visual receptor types in the study area.

Identifying Landscape and Visual Receptors

A2.8 This assessment has sought to identify the key landscape and visual receptors that may be affected by the changes proposed.

A2.9 The assessment of effects on landscape as a resource in its own right draws on the description of the development, the landscape context and the visibility and viewpoint analysis to identify receptors, which, for the proposed development may include, but not be limited to, the following:

- The landscape fabric of the development site;
- The key landscape characteristics of the local context;
- The 'host' landscape character area that contains the proposed development;
- The 'non-host' landscape character areas surrounding the host character area and may be affected by the proposals (where relevant); and
- Landscape designations on a national, regional or local level (where relevant).

A2.10 The locations and types of visual receptors within the defined study areas are identified from Ordnance Survey maps and other published information (such as walking guides), from fieldwork observations and from local knowledge provided during the consultation process. Examples of visual receptors may include, but not be limited to, the following:

- Settlements and private residences;
- Users of National Cycle Routes and National Trails;
- Users of local/regional cycle and walking routes;
- Those using local rights of way – walkers, horse riders, cyclists;
- Users of open spaces with public access;
- People using major (motorways, A and B) roads;
- People using minor roads; and
- People using railways.

Assessment of Landscape and Visual Effects

A2.11 The assessment of effects on the landscape resource includes consideration of the potential changes to those key elements and components that contribute towards recognised landscape character or the quality of designated landscape areas; these features are termed landscape receptors. The assessment of visual amenity requires the identification of potential visual receptors that may be affected by the development. As noted, following the identification of each of these various landscape and visual receptors, the effect of the development on each of them is assessed through consideration of a combination of:

- Their overall sensitivity to the proposed form of development, which includes the susceptibility of the receptor to the change proposed and the value attached to the receptor; and
- The overall magnitude of change that will occur - based on the size and scale of the change, its duration and reversibility.

Defining Receptor Sensitivity

A2.12 A number of factors influence professional judgement when assessing the degree to which a particular landscape or visual receptor can accommodate change arising from a particular development. Sensitivity is made up of judgements about the 'value' attached to the receptor, which is determined at baseline stage, and the 'susceptibility' of the receptor, which is determined at the assessment stage when the nature of the proposals, and therefore the susceptibility of the landscape and visual resource to change, is better understood.

A2.13 Susceptibility indicates *"the ability of a defined landscape or visual receptor to accommodate the specific proposed development without undue negative consequences"*². Susceptibility of visual receptors is primarily a function of the expectations and occupation or activity of the receptor. A degree of professional judgement applies in arriving at the susceptibility for both landscape and visual receptors and this is clearly set out in the technical appendices to this assessment.

A2.14 A location may have different levels of sensitivity according to the types of visual receptors at that location and any one receptor type may be accorded different levels of sensitivity at different locations.

A2.15 **Table EDP A2.1** provides an indication of the criteria by which the overall sensitivity of a landscape receptor is judged within this assessment and considers both value and susceptibility independently.

² Landscape Institute and Institute of Environmental Management and Assessment (2013) Guidelines for Landscape and Visual Impact Assessment, Third Edition Page 158

Table EDP A2.1: Landscape Receptor Sensitivity

Category	Landscape Receptor Value Criteria	Landscape Susceptibility to Change Criteria
Very High	Nationally/internationally designated/valued countryside and landscape features; strong/distinctive landscape characteristics; absence of landscape detractors.	Strong/distinctive landscape elements/- aesthetic/perceptual aspects; absence of landscape detractors; landscape receptors in excellent condition. Landscapes with clear and widely recognised cultural value. Landscapes with a high level of tranquillity.
High	Locally designated/valued countryside (e.g. Areas of High Landscape Value, Regional Scenic Areas) and landscape features; many distinctive landscape characteristics; very few landscape detractors.	Many distinctive landscape elements/- aesthetic/perceptual aspects; very few landscape detractors; landscape receptors in good condition. The landscape has a low capacity for change as a result of potential changes to defining character.
Medium	Undesignated countryside and landscape features; some distinctive landscape characteristics; few landscape detractors.	Some distinctive landscape elements/- aesthetic/perceptual aspects; few landscape detractors; landscape receptors in fair condition. Landscape is able to accommodate some change as a result.
Low	Undesignated countryside and landscape features; few distinctive landscape characteristics; presence of landscape detractors.	Few distinctive landscape elements/- aesthetic/perceptual aspects; presence of landscape detractors; landscape receptors in poor condition. Landscape is able to accommodate large amounts of change without changing these characteristics fundamentally.
Very Low	Undesignated countryside and landscape features; absence of distinctive landscape characteristics; despoiled/- degraded by the presence of many landscape detractors.	Absence of distinctive landscape elements/- aesthetic/perceptual aspects; presence of many landscape detractors; landscape receptors in very poor condition. As such landscape is able to accommodate considerable change.

A2.16 For visual receptors, judgements of susceptibility and value are closely interlinked considerations. For example, the most valued views are those that people go and visit because of the available view – and it is at those viewpoints that their expectations will be highest and thus most susceptible to change.

A2.17 **Table EDP A2.2** provides an indication of the criteria by which the overall sensitivity of a visual receptor is judged within this assessment and considers both value and susceptibility independently.

Table EDP A2.2: Visual Receptor Sensitivity

Category	Visual Receptor Criteria
Very High	Designed view (which may be to or from a recognised heritage asset or other important viewpoint), or where views of the surroundings are an important contributor to the experience. Key promoted viewpoint, e.g. interpretative signs. References in literature and art and/or guidebooks tourist maps. Protected view recognised in planning policy designation. Examples may include views from residential properties, especially from rooms normally occupied in waking or daylight hours; national Public Rights of Way, e.g. National Trails and nationally designated countryside/landscape features with public access which people might visit purely to experience the view; and visitors to heritage assets of national importance.
High	View of clear value but may not be formally recognised e.g. framed view of high scenic value, or destination hill summits. It may also be inferred that the view is likely to have value, e.g. to local residents. Examples may include views from recreational receptors where there is some appreciation of the landscape e.g. golf and fishing; local Public Rights of Way, access land and National Trust land, also panoramic viewpoints marked on maps; road routes promoted in tourist guides for their scenic value.
Medium	View is not promoted or recorded in any published sources and may be typical of the views experienced from a given receptor. Examples may include people engaged in outdoor sport other than appreciation of the landscape, e.g. football and rugby or road users on minor routes passing through rural or scenic areas.
Low	View of clearly lesser value than similar views experienced from nearby visual receptors that may be more accessible. Examples may include road users on main road routes (motorways/A roads) and users of rail routes or people at their place of work (where the place of work may be in a sensitive location). Also views from commercial buildings where views of the surrounding landscape may have some limited importance.
Very Low	View affected by many landscape detractors and unlikely to be valued. Examples may include people at their place of work, indoor recreational or leisure facilities or other locations where views of the wider landscape have little or no importance.

A2.18 The tables above offer a template for assessing overall sensitivity of any landscape or visual receptor as determined by combining judgements of their susceptibility to the type of change or development proposed and the value attached to the landscape as set out at paragraph 5.39 of GLVIA 3rd Edition (2013). However, the narrative in this report may demonstrate that assessment of overall sensitivity can change on a case-by-case basis.

A2.19 For example, a high susceptibility to change and a low value may result in a medium overall sensitivity, unless it can be demonstrated that the receptor is unusually susceptible or is in some particular way more valuable. A degree of professional judgement applies in arriving at the overall sensitivity for both landscape and visual receptors.

Magnitude of Change

A2.20 The magnitude of any landscape or visual change is determined through a range of considerations particular to each receptor. The three attributes considered in defining the magnitude are:

- Scale of change;
- Geographical extent; and
- Duration and reversibility/proportion.

A2.21 Receptor locations from which views of the proposed development are not likely to occur will receive no change and therefore no effect. With reference to the Zone of Theoretical Visibility (ZTV) and site survey, the magnitude of change is defined for receptor locations from where visibility of the proposed development is predicted to occur.

A2.22 **Table EDP A2.3** provides an indication of the criteria by which the size/scale of change at a landscape or visual receptor is judged within this assessment.

Table EDP A2.3: Landscape and Visual Receptor Magnitude of Change Criteria

Category	Landscape Receptor Criteria	Visual Receptor Criteria
Very High	Total loss of or major alteration to key elements/features/characteristics of the baseline condition. Addition of elements which strongly conflict with the key characteristics of the existing landscape.	There would be a substantial change to the baseline, with the proposed development creating a new focus and having a defining influence on the view.
High	Notable loss or alteration to one or more key elements/features/characteristics of the baseline condition. Addition of elements that are prominent and may conflict with the key characteristics of the existing landscape.	The proposed development will be clearly noticeable, and the view would be fundamentally altered by its presence.
Medium	Partial loss or alteration to one or more key elements/features/characteristics of the baseline condition. Addition of elements that may be evident but do not necessarily conflict with the key characteristics of the existing landscape.	The proposed development will form a new and recognisable element within the view which is likely to be recognised by the receptor.
Low	Minor loss or alteration to one or more key elements/features/characteristics of the baseline landscape. Addition of elements that may not be uncharacteristic within the existing landscape.	The proposed development will form a minor constituent of the view being partially visible or at sufficient distance to be a small component.

Category	Landscape Receptor Criteria	Visual Receptor Criteria
Very Low	Barely discernible loss or alteration to key elements/features/characteristics of the baseline landscape. Addition of elements not uncharacteristic within the existing landscape.	The proposed development will form a barely noticeable component of the view, and the view whilst slightly altered would be similar to the baseline situation.

A2.23 **Table EDP A2.4** provides an indication of the criteria by which the geographical extent of the area affected is adjudged within this assessment.

Table EDP A2.4: Geographical Extent Criteria

	Landscape Receptors	Visual Receptor Criteria
Largest ↑ ↓ Smallest	Large scale effects influencing several landscape types or character areas.	Direct views at close range with changes over a wide horizontal and vertical extent.
	Effects at the scale of the landscape type or character areas within which the proposal lies.	Direct or oblique views at close range with changes over a notable horizontal and/or vertical extent.
	Effects within the immediate landscape setting of the site.	Direct or oblique views at medium range with a moderate horizontal and/or vertical extent of the view affected.
	Effects at the site level (within the development site itself).	Oblique views at medium or long range with a small horizontal/vertical extent of the view affected.
	Effects only experienced on parts of the site at a very localised level.	Long range views with a negligible part of the view affected.

A2.24 The third, and final, factor, in determining the predicted magnitude of change is duration and reversibility. Duration and reversibility are separate but linked considerations. Duration is judged according to the defined terms set out below, whereas reversibility is a judgement about the prospects and practicality of the particular effect being reversed in, for example, a generation. The categories used in this assessment are set out below.

Duration:

- Long term (20 years+);
- Medium to long term (10 to 20 years);
- Medium term (5 to 10 years);
- Short term (1 year to 5 years); and
- Temporary (less than 12 months).

Reversibility:

- Permanent with unlikely restoration to original state, e.g. major road corridor, power station, urban extension etc.;
- Permanent with possible conversion to original state, e.g. agricultural buildings, retail units;
- Partially reversible to a different state, e.g. mineral workings;
- Reversible after decommissioning to a similar original state, e.g. wind energy development; and
- Quickly reversible, e.g. temporary structures.

Significance of Effect

A2.25 The purpose of the EIA process is to identify the significant environmental effects (both beneficial and adverse) of development proposals. Schedule 4 to the EIA Regulations specifies the information to be included in all environmental statements, which should include:

"The description of the likely significant effects on the factors specified in regulation 4(2) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the development".

A2.26 In order to consider the likely significance of any effect, the sensitivity of each receptor is combined with the predicted magnitude of change to determine the significance of effect, with reference also made to the geographical extent, duration and reversibility of the effect within the assessment. Having taken such a wide range of factors into account when assessing sensitivity and magnitude at each receptor, the significance of effect can be derived by combining the sensitivity and magnitude in accordance with the matrix in **Table EDP A2.5**.

Table EDP A2.5: Table EDP A2.5: Level of effects matrix

Overall Sensitivity	Overall Magnitude of Change				
	Very High	High	Medium	Low	Very Low
Very High	Substantial	Major	Major/- Moderate	Moderate	Moderate/- Minor
High	Major	Major/- Moderate	Moderate	Moderate/- Minor	Minor
Medium	Major/- Moderate	Moderate	Moderate/- Minor	Minor	Minor/- Negligible
Low	Moderate	Moderate/- Minor	Minor	Minor/- Negligible	Negligible
Very Low	Moderate/- Minor	Minor	Minor/- Negligible	Negligible	Negligible/- None

A2.27 In certain cases, where additional factors may arise, a further degree of professional judgement may be applied when determining whether the overall change in the view will be significant or not and, where this occurs, this is explained in the assessment.

Definition of Effects

A2.28 Taking into account the levels of effect described above, and with regard to effects being either adverse or beneficial, the following table represents a description of the range of effects likely at any one receptor.

Table EDP A2.6: Definition of Effect

Category	Definition of Adverse Effects	Definition of Beneficial Effects
Substantial	Typically, the landscape or visual receptor is highly sensitive with the proposals representing a high adverse magnitude of change. The changes would be at complete variance with the landscape character and would permanently diminish the integrity of a valued landscape or view.	The removal of substantial existing incongruous landscape or visual elements and the introduction or restoration of highly valued landscape elements or built form which would reinforce local landscape character and substantially improve landscape condition and visual amenity.
Major	Typically, the landscape or visual receptor has a high to medium sensitivity with the proposals representing a high to medium adverse magnitude of change to the view or landscape resource. Changes would result in a fundamental change to the landscape resource or visual amenity.	The removal of existing incongruous landscape/visual elements and the introduction or restoration of some valued landscape or visual elements would complement landscape character and improve landscape condition and improve the local visual amenity.
Moderate	Typically, the landscape or visual receptor has a medium to low sensitivity with the proposals representing a high to medium magnitude of change. The proposals would represent a material but non-fundamental change to the landscape resource or visual amenity.	The removal of some existing incongruous landscape elements and/or the introduction or restoration of some potentially valued landscape elements which reflect landscape character and result in some improvements to landscape condition and/or visual amenity.
Minor	Typically, the landscape or visual receptor has a low sensitivity with the proposals representing a medium to low magnitude of change. The proposals would result in a slight but non-material change to the landscape resource or visual amenity.	Some potential removal of incongruous landscape features or visual amenity, although more likely the existing landscape and/or resource is complemented by new landscape features or built features compliant with the local landscape and published landscape character assessments.

Category	Definition of Adverse Effects	Definition of Beneficial Effects
Negligible	Typically, the landscape or visual receptor has a low or very low sensitivity with the proposals representing a very low magnitude of change. There would be a detectable but non-material change to the landscape resource of visual amenity	The proposals would result in minimal positive change to the landscape or visual resource, either through perceptual or physical change, and any change would not be readily apparent but would be coherent with ongoing change and process, and coherent with published landscape character assessments.
None	Typically, the landscape receptor has a very low sensitivity with the proposals resulting in no loss or alteration to the landscape resource or change to the view. There would be no detectable change to the landscape resource or visual amenity.	There would be no detectable positive or negative change to the landscape resource or visual amenity.

A2.29 Effects can be adverse (negative), beneficial (positive) or neutral. The landscape effects will be considered against the landscape baseline, which includes published landscape strategies or policies if they exist. Changes involving the addition of large-scale man-made objects are typically considered to be adverse as they are not usually actively promoted as part of published landscape strategies. Accordingly, the assessment of landscape effects as a result of these aspects of the proposed development will be assumed to be adverse, unless otherwise stated within the assessment.

A2.30 Visual effects are more subjective as people's perception of development varies through the spectrum of negative, neutral and positive attitudes. In the assessment of visual effects, the assessor will exercise objective professional judgement in assessing the level of effects and, unless otherwise stated, will assume that all effects are adverse, thus representing the worst-case scenario.

Cumulative Effects

A2.31 Cumulative effects generally occur where there may be simultaneous or sequential visibility of two or more developments of the same type and scale, or where the consideration of other schemes would increase an effect identified. Where other similar schemes are in the planning system and made known to the applicant, or are under construction, these are considered in conjunction with the proposed scheme.

Appendix EDP 3 Proposed Layout



Note
1. Do not scale from this drawing
2. To be read in conjunction with Project Risk Register REF: XXX
3. To be read in conjunction with all other Landscape Architect's drawings

- KEY**
- Site Boundary
 - Existing Woodland
 - Existing Grassland
 - Luge Tracks and Chairlift
 - Proposed Gondola Line and Access Track
 - Top of the Hill Area
 - Play Area
 - Indicative Mountain Bike Trail (Top to Bottom)
 - Proposed Meadow
 - Proposed Informal Footpath
 - Proposed Bridge
 - Proposed Picnic Area
 - Zipline
 - Mini Luge Track
 - SUDs basin

ID	RISK	MITIGATION	DATE MITIGATED
RESIDUAL PROJECT RISKS			

08/08/2022	PL2	Base station and car park layout updated to suit latest information from Swansea	KK	AS
DATE	REV	DESCRIPTION OF REVISION	DRAWN BY	APPROVED BY
REVISIONS				



STATUS:
S2 - PLANNING

ares
LANDSCAPE ARCHITECTS

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CLIENT:
Skyline Enterprises

PROJECT TITLE:
Swansea Skyline Luge

DRAWING TITLE:
Landscape Illustrative Masterplan - Whole Site

DRAWING SCALE: 1:3000
PAPER SIZE: A1

DRAWN BY: JJ
APPROVED BY: AS

DRAWN DATE: 15/12/2022
ALA PROJECT CODE: ALA770

DRAWING NUMBER: **SSL-ALA-XX-XX-DR-L-0001**

STATUS: **S2**

REVISION: **PL2**

Appendix EDP 4

Representative Photoviewpoints





Photoviewpoint EDP 2: PRoW B0467

Approximate extent of site

To be viewed at comfortable arm's length







To be viewed at comfortable arm's length



To be viewed at comfortable arm's length





To be viewed at comfortable arm's length



the environmental
dimension partnership

Registered office: 01285 740427
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info@edp-uk.co.uk

Grid Coordinates: 268475, 195612
Date and Time: 17/11/2022 @ 10:43
Projection: Cylindrical
Visualisation Type: 1

Horizontal Field of View: 90°
Height of Camera: 1.6m
Make, Model, Sensor: Sony A7 II, FFS
Enlargement Factor: 96% @ A1 width

Direction of View: SW
Distance: 1.5km
aOD: 113m
Focal Length: 50mm

date
drawing number
drawn by
checked
QA
9 AUGUST 2023
edp5125_0028a
Gyo
JHa
DJo

client Skyline Enterprises Ltd
project title Land at Kilvey Hill and Landore Park and Ride Facility, Swansea
drawing title Photoviewpoint EDP 8





the environmental
dimension partnership

Registered office: 01285 740427
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Grid Coordinates: 267008, 193173
Date and Time: 17/11/2022 @ 12:02
Projection: Cylindrical
Visualisation Type: 1

Horizontal Field of View: 90°
Height of Camera: 1.6m
Make, Model, Sensor: Sony A7 II, FFS
Enlargement Factor: 96% @ A1 width

Direction of View: N
Distance: 600m
aOD: 14m
Focal Length: 50mm

date
drawing number
drawn by
checked
QA

9 AUGUST 2023
edp5125_0028a
Gyo
JHa
DJo

client
project title
drawing title

Skyline Enterprises Ltd
Land at Kilvey Hill and Landore Park and Ride Facility, Swansea
Photoviewpoint EDP 10



To be viewed at comfortable arm's length