



City and County of Swansea

Notice of Meeting

You are invited to attend a Meeting of the

Economy & Infrastructure Corporate Delivery Committee

At: Multi-Location Meeting - Gloucester Room, Guildhall / MS Teams

On: Thursday, 22 December 2022

Time: 2.00 pm

Chair: Councillor Philip Downing

Membership:

Councillors: C R Doyle, W G Lewis, P Lloyd, N L Matthews, P M Matthews, S J Rice, W G Thomas and T M White

Watch Online: <http://bit.ly/3OM7Vin>

Agenda

	Page No.
1 Apologies for Absence.	
2 Disclosures of Personal and Prejudicial Interest. www.swansea.gov.uk/disclosuresofinterests	
3 Minutes. To approve and sign the Minutes of the previous meeting(s) as a correct record.	1 - 4
4 Update on the Tawe Riverside Corridor Strategy.	5 - 27
5 Work Plan.	28

Next Meeting: Thursday, 26 January 2023 at 2.00 pm

A handwritten signature in black ink that reads 'Huw Evans'.

Huw Evans

Head of Democratic Services

Wednesday, 14 December 2022

Contact: Democratic Services - (01792) 636923

Agenda Item 3



City and County of Swansea

Minutes of the **Economy & Infrastructure Corporate Delivery Committee**

Multi-Location Meeting - Gloucester Room, Guildhall / MS

Teams

Thursday, 27 October 2022 at 2.00 pm

Present: Councillor P Downing (Chair) Presided

Councillor(s)

C R Doyle
N L Matthews
T M White

Councillor(s)

W G Lewis
P M Matthews

Councillor(s)

P Lloyd
W G Thomas

Officer(s)

Scott Dummett
Phil Holmes
Sarah Lackenby

Lead Lawyer
Head of Planning & City Regeneration
Head of Digital and Customer Services

Apologies for Absence

Councillor(s): S J Rice

17 To receive Disclosures of Personal & Prejudicial Interests from Members.

In accordance with the Code of Conduct adopted by the City and County of Swansea, no interests were declared.

18 Minutes:

Resolved that the Minutes of the Economy and Infrastructure Corporate Development Committee held on 28 July 2022 be approved and signed as a correct record.

19 Residents' Rewards App.

The Head of Digital and Customer Services presented an update of the Residents' Rewards App.

It was outlined that the introduction of discounts, loyalty points, and rewards for the residents of Swansea was a policy commitment. A scheme of this nature would require close links into a wide range of retailers and other private sector organisations across Swansea. The Council was therefore partnering with the Swansea Business Improvement District (**BID**). BID already had the links,

relationships, and infrastructure into local businesses and an existing gift card scheme, "Big Heart of Swansea".

It was explained that an App is the easiest and most cost effective way for residents to access the scheme, as discounts and rewards are constantly changing. An app can also provide useful additional benefits and functionality while residents are out and about across Swansea, e.g.

- The ability to report suspicious packages
- Scanning of QR codes to obtain additional information held within the app
- Personal profiling so the app can push relevant content and discounts based on their location.

The app would include the following:

- A Loyalty Scheme (Phase 1)
- Ability for retailers to give discount (Phase 1)
- Ability to run competitions (Phase 1) Monthly BID giveaways is part of the loyalty programme
- Data analysis. Such as footfall etc. (Phase 1)
- Personal Profiles, e.g. food preferences could be used to recommend new places to eat with discount/gift cards/loyalty points available. (Phase 1)
- Link to discounts on certain Council run events / services where no such scheme exists already and there is no resultant loss in budgeted income to the Council. Assumption will be full cost recovery is maintained (Phase 2)
- Link to bus travel discounts and tracking (Phase 2)
- QR code functionality to access further information (Phase 3)
- Notifications, e.g. suspect package found, Emergencies in city Centre (Phase 3).

It was noted that digital inclusion is high in Swansea, however it is important all residents can access the app. Officers and BID are exploring ways to support residents with sign-up and access to the app and growing digital inclusion.

Anticipated benefits of the app includes:

- Loyalty rewards and discounts for residents that can be accumulated and used later
- Increased footfall into the City Centre in the first phase

- A platform and infrastructure to roll out to other high streets in wards across Swansea
- Discounts and loyalty points for residents at certain Council owned venues. As mentioned previously, where no such scheme exists already and there is no resultant loss in budgeted income to the Council. Assumption will be full cost recovery is maintained
- The roll-out to other cities in the future, which would benefit Swansea residents out of county
- Extra safety measures, with a feature in the app which flags any emergency issues, e.g. suspect packages
- Specific sections, e.g. Swansea beauty, and the ability to generally promote tourism, where there are no identified conflicts with other schemes aimed at promoting tourism, for example locally
- A platform to easily add further initiatives, benefits, and promotions for Swansea residents that align with existing schemes and where there are gaps or opportunities.

Phase one of the system development can begin immediately, delivered in increments. This will be followed by further phases. The aim is to launch phase one in time for St. David's day.

In response to Member questions, the Head of Digital and Customer Services stated that:

- Nothing is available 'off the shelf' and Schemes used by other local authorities do not fit into the criteria Swansea requires.
- BID is in the infancy of discussing the Scheme with traders, although traders are aware it is being developed. Issues such as trader incentives are still being developed.
- It is anticipated that there will be an official launch of the Scheme.
- The importance of such a Scheme in regard to encouraging footfall into the City Centre.

The Chair thanked the Head of Digital and Customer Services for the informative report.

Resolved that:

1. A progress update be provided to the Committee in January with an invitation extended to BID to attend and participate in discussions.

20 Work Plan.

The Chair presented 'for information' the Economy and Infrastructure Corporate Delivery Committee Work Plan 2022-2023.

It was noted that the following topics would be discussed on 24 November 2022:

- Introduction to Swansea Bay Strategy (Geoff Bacon).
- Introduction to Tawe Riverside Corridor Strategy (Gail Evans).

The meeting ended at 2.16 pm

Chair

Agenda Item 4



Report of the Interim Director of Place

Economy & Infrastructure Corporate Delivery Committee – 22 December 2022

Update on the Tawe Riverside Corridor Strategy

Purpose:	To provide an update on the Tawe Riverside Corridor
Policy Framework:	Swansea Local Development Plan (2019),
Consultation:	Regeneration, Planning, Highways, Culture and Tourism, Access to Services, Finance, Legal.
Recommendation(s):	It is recommended that: 1) The Economy and Infrastructure Corporate Delivery Committee note the update and discuss any relevant next steps
Report Author(s):	Paul Relf/Gail Evans
Finance Officer:	Ben Smith
Legal Officer:	Caritas Adere
Access to Services Officer:	Rhian Millar

1.0 Introduction:

1.1 The River Tawe Corridor immediately to the East of Swansea City Centre, is a defining feature in Swansea's landscape and has played a significant role in the history and development of the City. The riverside is part of the City's waterfront and along with Swansea Bay and the Maritime Quarter, it is what makes Swansea distinctive and gives it a unique quality as a place to live work and to visit.

1.2 The Swansea Local Development Plan (LDP 2019) identifies the Tawe Riverside area as a Strategic Development Area (SDA) under Policy SD L. This sets out the overall statutory policy context for Tawe Riverside as a mixed use, heritage and culture led regeneration area consisting of new housing, employment, leisure and community uses, and contributing also towards the preservation and enhancement of the area's unique historic and cultural heritage. In 2018/19 following a number of Policy

Development Committee workshops, a draft Tawe Riverside Strategy was prepared with the aim of supplementing the LDP policy and establishing a vision and objectives for the area to guide development and regeneration.

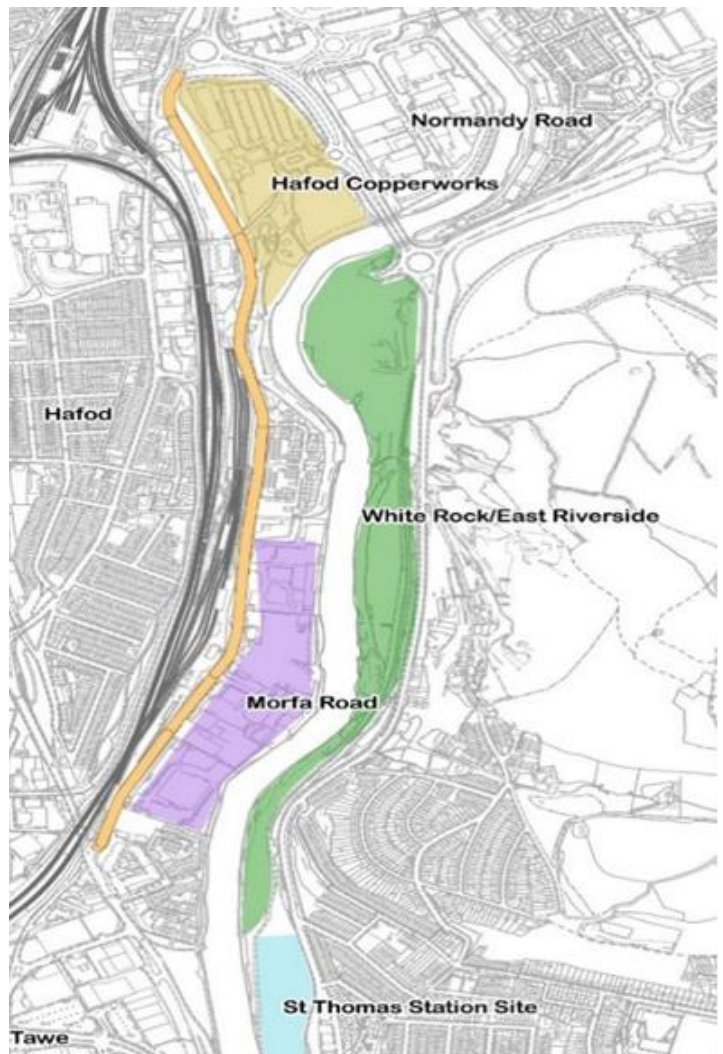
1.3 The draft Strategy was not formally adopted by the Council due largely to resources and the start of a two-year Covid pandemic which prevented proactive community engagement. However, the document has been used as an informally to meet the above outlined objectives in terms of regeneration investment and grant supported schemes. The purpose of report is therefore to provide an update on progress with development and regeneration in the Tawe Riverside corridor area and consider the priorities, next steps with regard to the potential longer-term actions for the area.

2.0 Update on Regeneration progress

The location of the Tawe Riverside area, its development sites and regeneration areas are shown in plans 1 and 2. Appendix 1 further highlights the Swansea Local Development Plan (2019), Strategic development plan policy for the area.



Plan 1: Tawe Riverside Location



Plan 2 Tawe Riverside- Key Development sites and Regeneration areas

The draft Strategy included masterplans for two key regeneration sites, the St. Thomas Waterfront and Hafod Morfa Copperworks sites, with various proposals for the enhancement and regeneration along the East and West Riverside areas. A broad description of the current aims for these sites and a summary progress in terms of regeneration activity are highlighted in the sections below.

St Thomas Waterfront site

- 2.1 This 6.9 acre (2.8 hectare) gateway site is located on the East bank of the River Tawe, north of the Tawe bridge, adjacent to the A4217 Pentreguinea Road at St Thomas. The aim is to develop a new residential led mixed-use scheme which has a distinct sense of place and connects the St. Thomas community to the waterfront and City centre.
- 2.2 The St Thomas waterfront is one of a number of sites in Swansea that is being taken forward under the Shaping Swansea Initiative launched in 2020. As part of this initiative, developers Urban Splash have been appointed by the council to work in a development partnership to bring forward a number of key development sites, with St Thomas Waterfront being one of the priority sites. Initial concept plans for this site show a mix of residential types, explore the idea of marker building, defined east-west connections linking the existing St Thomas community with the river and city centre and a scheme which embraces the river frontage with new areas of public realm promoting waterside access. Work is ongoing to develop a high quality scheme for this site with an initial gateway programmed for April 2023.

Hafod Morfa Copper works site (HMCW)

- 2.3 HMCW is a unique site located North East of Swansea City Centre adjacent to the River Tawe and in close proximity to the Liberty Stadium and Morfa retail Park. The site consists of a number of vacant sites on the waterfront, the Landore Park and Ride and vacant land, buildings and other heritage assets associated with HMCW.
- 2.4 The key aim for this site is to develop a mixed-use heritage led leisure destination which capitalises on its waterfront location and delivers a critical mass of leisure to complement the city centre. It is a site with significant regeneration potential and currently a focus of interest from a major international leisure investor Skyline Luge.

i). Skyline Luge Leisure proposal- Skyline Luge are proposing to construct a major new sustainable leisure attraction at Hafod Morfa copper works (HMCW) and Kilvey Hill. The visitor arrival point for the Skyline scheme will be at the HMCW /Landore Park and Ride site and will open up significant potential for sustainable tourism and recreation activities at Kilvey Hill. A cable car / gondola will link HMCW to the summit of Kilvey Hill, where there are panoramic views across Swansea Bay. The upper site will accommodate leisure arrival and departure terminals for a zipline and sky swing and new food and beverage units likely to be in a 'pop up' format. The core of the new attraction will take the form of three luge cart routes, which will descend the Northern flanks of the Hill with a chairlift connecting visitors back to the top. Family biking trails are also being considered as part of the offer. The project is anticipated to attract some 450,000 visitors in its first year of operations and generate up to 100 new jobs.

In September 2022, Cabinet agreed a proposed funding strategy the principle of future funding and legal agreements that will be needed in order for the Council to facilitate

the scheme. Further work is currently progressing in terms of acquiring the necessary land for the scheme, and various technical studies which are being undertaken to inform the design and the enabling works which will be required. A planning application will be submitted for the proposal in the Spring of 2023 and a number of public engagement events are planned leading up to that submission.

(ii)HMCW River Pontoon A new river pontoon is to be installed at the quayside near the restored Musgrave and Vivian Engine Houses. This will provide enhanced access to the copperworks for residents and visitors and will pioneer sustainable transport options and further recreation based regeneration in the waterway. The project has been jointly funded by the European Maritime and Fisheries Fund, Small scale Coastal Infrastructure Fund with WG. Planning permission has been approved and installation should be complete by late Spring 2023. A small number of stakeholder groups will initially pilot the use of the pontoon, but in the longer term it could be offered to other community groups and users for accessing the river space.

3.0 Restoration and activation of Heritage Assets

3.1 The Lower Swansea Valley was formerly the industrial core of the region and many of the remaining buildings at Hafod/Morfa Copper works and White Rock are of historical value, are listed or have scheduled monument status. With grant support, the Council has delivered a number of restoration and regeneration schemes on this site. The overall aim has been to preserve and enhance these buildings and bring them back in into viable commercial or community uses which can contribute positively to the mixed use aspirations for this new waterfront heritage destination. The key heritage restoration and regeneration projects are highlighted in sections (i) to (iv) below.

i). Penderyn Whiskey Distillery and Visitor centre This significant regeneration project has involved the restoration of the Grade 2 listed Powerhouse building and the construction of a new visitor centre and link to a reused part of the adjacent Rolling Mill. The newly restored buildings will be leased to Penderyn Whiskey, who are proposing to develop a distillery for their leading whiskey brand, alongside a visitor centre. The project has been jointly funded and delivered by Swansea Council, WG and the National Heritage Lottery fund, and will be an important new focal point and a regeneration catalyst for the HMCW site. The works on the building will be complete in early 2023 ready for Penderyn to subsequently fit out.

Funding has also been identified for redevelopment of the adjacent Grade 2 Porters Lodge and Weighbridge office to a shell and core standard. New tenants will be identified for these also in due course.

ii) Laboratory building – This prominent listed building is at serious risk of collapse. However emergency works have been undertaken to safeguard the building and stabilise the structure whilst efforts continue to seek support to fund its redevelopment and re use. The building is included within the second round of the Levelling up fund, with a decision expected in December 2022. Subject to restoration, this is a prominent building on the site that could accommodate a viable commercial or community use.

iii)Musgrave and Vivian Engine Houses: The Engine Houses are two landmark historic structures on the HMCW site. Stabilisation and roofing works were completed

in 2020 funded by Swansea Council and Cadw. These buildings could also support commercially viable new uses and subject to appropriate design could be extended/linked to accommodate a leisure/restaurant with river views or interpretation or craft/traditional small-scale maker uses. The Friends group of Hafod Morfa maintain an active role in seeking to contribute to the restoration of the Musgrave engine having already restored the gantry crane within the building.

iv)Bascule Bridge Restoration- The historic Bascule bridge is a listed structure and scheduled ancient monument and marks the eastern extent of the former Morfa Copperworks. Its restoration is a key project for the ongoing regeneration of the area and could have a significant role in terms of connecting new and established communities on the East bank to the Hafod and the Tawe Riverside Park. As well as bringing the landmark structure back in to positive use, the restoration scheme will preserve and enhance this important heritage asset for future generations. It will also provide an extended walking and cycling link as part of a heritage trail linking the former Copperworks sites. Restoration works to date have involved the removal of the lifting span section of bridge where this has been repaired, repainted and temporarily returned to the Landore park and ride car park for safe storage prior to future reinstatement. The next steps will involve timber repairs to the West abutment structure and repair work to the remaining trestles in the river however the challenge remains of identifying additional budget for full completion of the restoration.

- 4.0 **Morfa Road Regeneration Area.** Over the last decade the regeneration of private and publicly owned land adjacent to Morfa Road has resulted in the alteration of its mix of land uses and its character, from one dominated by industry and dereliction, to an emerging high quality mixed use area of residential, commercial and light industrial uses. The relatively new Morfa Road highway link constructed in 2016 runs centrally through this area and has provided a further catalyst for regeneration, opening the area up, exposing new views and perspectives on this key corridor into the City Centre.
- 4.1 Further private sector regeneration is likely to come forward incrementally in this area and will include sites such as the former Pipehouse Wharf. The key challenge will be to ensure that a more sustainable community and commercial area is developed by enhancing its connectivity, supporting its mixed-use role, re orientating development to face the river and streets, and enhancing the quality of its environment.
- 5.0. **White Rock and East Riverside Green Corridor-** This key corridor frames the main highway and active travel routes from communities to the North and the North East of the city centre. It includes part of the White Rock Copper works which is a scheduled ancient monument and other significant heritage features. The riverside corridor is also a significant biodiversity asset and strategic green artery which connects the Swansea Valley and its communities to its seafront.
- 5.1 Proposals for this area should aim make more positive use of the potential of the river and its immediate banks and surrounds as an informal leisure and green infrastructure resource for the city. This includes scope for more water-based recreation opportunities, informal leisure, enhancing biodiversity and to improve active travel linkages to the city centre.

6.0 Next steps and Way Forward

- 6.1 **Ongoing Masterplan short term/long term** Further work is required to develop and refine the Masterplan for Hafod Morfa Copperworks, to respond to the outputs from technical studies and incorporate a number of development requirements which are emerging for the site. The Penderyn scheme has highlighted that there is extensive buried archaeology at HMCW which will be likely to have implications for all new development proposals on the HMCW site. Also, the new Planning Policy Wales technical advice note (TAN15) shows that climate change related flood risks will have implications for the overspill car parking area and restored engine houses at the waterfront area of the site. Careful consideration will be required in terms of future land use options and any necessary flood mitigation options for these parts of the site.

Skyline Luge have indicated a need for a significant element of on-site car parking which will require a phased delivery approach, combining the parking requirements of other leisure uses and in tandem with a robust travel plan. HMCW is also one of the priority sites that will be taken forward for regeneration by Urban Splash, so initial discussions will be undertaken between them and Skyline to consider strategic master planning and placemaking needs to support the future wider development of the site.

- 6.2 **Landore Park and Ride:** To facilitate the comprehensive regeneration of the HMCW site and enable the development of a critical mass of leisure uses, the existing Landore Park and Ride will need to relocate. The future of the Park and Ride was already under review due to issues with the viability of the facility, though as a result of the Skyline scheme there is a more immediate need to progress and fund the proposed relocation. The preferred site lies at Swansea Vale and costs estimates for this are being confirmed, potentially part supported by grant funding.

6.3 Future Action Plan and way forward

The sections above have highlighted current progress with a range of initiatives and projects being delivered across the Tawe Riverside area. Further proposals were identified in the draft Tawe Riverside Strategy (2019) which are identified within a schedule in Appendix 2. This list is not exhaustive and there may be other new initiatives which can be added to these proposals and actions. A public engagement and consultation exercise could be undertaken to explore additional initiatives and ideas. However, there will be resourcing and funding issues, which will require detailed consideration of prevailing priorities for the Regeneration and External Funding Team who would lead on the delivery on a number of these.

7.0 Integrated Assessment Implications

- 7.1 The Council is subject to the Equality Act (Public Sector Equality Duty and the socio-economic duty), the Well-being of Future Generations (Wales) Act 2015 and the Welsh Language (Wales) Measure, and must in the exercise of their functions, have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Acts.
 - Advance equality of opportunity between people who share a protected characteristic and those who do not.

- Foster good relations between people who share a protected characteristic and those who do not.
- Deliver better outcomes for those people who experience socio-economic disadvantage
- Consider opportunities for people to use the Welsh language
- Treat the Welsh language no less favourably than English.
- Ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

7.2 The Well-being of Future Generations (Wales) Act 2015 mandates that public bodies in Wales must carry out sustainable development. Sustainable development means 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'.

7.3 Our Integrated Impact Assessment (IIA) process ensures we have paid due regard to the above. It also takes into account other key issues and priorities, such as poverty and social exclusion, community cohesion, carers, the United Nations Convention on the Rights of the Child (UNCRC) and Welsh language.

7.4 An Integrated Impact Assessment Screening form has been completed which identified positive impacts for all protected characteristic groups in: increased wellbeing, benefiting future generations, community and poverty benefits, socio economic benefit, benefiting tourism. In terms of engagement and consultation, a member and officer workshop was held in 2019 which enabled the preparation of a draft Strategy document. The draft now needs updating and there will be an opportunity for the community to get involved in shaping the future of the area. As the process continues further site-specific consultation will take place and proceeding this site specific full IIA reports will be developed where required.

7.5 The draft Tawe Riverside Strategy has been prepared with full consideration of the Council's duties to work towards Wales' shared well-being goals and to contribute to sustainable development and management of natural resources under the Well Being of Future Generation (Wales) Act (2015).

7.6 The recommendation of the IIA Screening Form was that further site-specific consultation will take place and that site specific full IIA reports will be developed where required.

8.0 **Financial Implications**

8.1 There are no financial implications currently associated with this initial update report.

9.0 **Legal Implications**

9.1 There are no legal implications currently associated with this initial update report.

Background Papers: None

Appendices:

- Appendix 1 An extract from the Swansea Local development Plan (2019) for the Tawe Riverside Strategic Development Area.
- Appendix 2 Future work
- Appendix 3 IIA

APPENDIX 1 : An extract from the Swansea Local Development Plan (2019)

- Spine Street with active frontages
- Cycle path / footpath
- Outward facing edge onto protected open space
- ◆ Listed buildings and unlisted buildings of local interest
- Potential for residential or employment use subject to further masterplanning
- Low-Medium Density Residential
- Mixed uses on copperworks site
- Key Areas of Public Access Greenspace
- River Pontoon

Site specific elements:

- 1 - Morfa Road becomes a spine street
- 2 - River path / cycle route along west bank
- 3 - Cross pedestrian / cycle routes between river and Morfa Road
- 4 - Potential higher density riverside developments
- 5 - Hafod / Morfa copperworks as a heritage-led mixed use destination
- 6 - Enhancement of White Rock as heritage park
- 7 - Improved public access to east bank
- 8 - Potential river bus service
- 9 - Potential bridge linking Hafod / Morfa



Appendix 2 Future Action Plan Summary and scope

1.	Hafod Morfa Copperworks : Heritage Regeneration	
	Musgrave and Vivian Engine Houses -Both buildings are located in a low part of the site and are subject to flood risk from the River Tawe. However, subject to appropriate design and flood risk mitigation, the buildings could be re-used and/or extended/linked to accommodate a leisure/restaurant with river views or interpretation or craft use	
	Morfa Works Laboratory Block - This is one of the most significant remaining listed heritage buildings on the site, stabilised but in extremely poor condition. This could be restored to provide a Heritage Visitor Experience at ground floor level with meeting rooms and shared facilities for the business incubator units above	
	V & S locomotive sheds -. The building is in an extremely poor state of repair, and is subject to the effects of long term flood risks. There are significant design and mitigation challenges with bringing this building back into positive use. A possible future use could be for the storage of leisure crafts/ long boats	
	Hafod Morfa Gatehouse Subject to these buildings being restored there is potential for these buildings to accommodate a commercial use as a café or small retail shop, that could also serve as a meeting space for the Friends group and orientation space to complement the new Penderyn visitor centre adjacent and the Gatehouse	
	White Rock Canal office The remains of the canal office are located beneath the vegetation currently overwhelming the heritage remains This could offer potential for an orientation point to mirror the Hafod Gatehouse.	
	White Rock and Smiths Canal Heritage Infrastructure and Restoration - Further work is required to understand whether there is scope to introduce complementary leisure uses on this side of the river and additional car parking provision, which need to be sensitive to the setting and heritage designations and biodiversity interest. Further work is also required to clear vegetation, expose interesting infilled/tunnel sections of the Smiths canal and enable safe access and viewing points.	
	Alamein Road/ Normandy Road -Wider Site Context - Employment and Industrial land at Normandy and Alamein Road to the North of the HMCW site is considered to have the potential for future phases of mixed residential /leisure use redevelopment. The area is strategically located between the Hafod Morfa Copperworks site, Stadium and Morfa retail park, and has an attractive waterfront aspect with further distinctive heritage and informal leisure opportunities.	
2.0	Morfa Road Corridor	
	West Tawe Riverside Walk and Public Realm - The "West Tawe Riverside Walk", is completed in part, mainly in front of the new residential developments. There are however significant lengths of the riverfront path which require completion, or improved maintenance and enhancement	
	Green Infrastructure -Environmental Enhancement - New developments and public open space, paths and cycleways should recognise the multi-functional capacity of green infrastructure, and incorporate innovative solutions for surface water drainage and biodiversity. SUDS features could include rain gardens, filter strips, swales, permeable paving and green roofs rainwater harvesting.	
3.0	East side River Park Corridor and White Rock	
	Bascule Bridge restoration -. Its restoration is a key project for the ongoing regeneration of the area and confirms its significant role in terms of connecting new and established communities on the East bank to the Hafod and the Tawe Riverside Park. The landmark structure needs to be brought back in to positive use,to preserve and enhance this important heritage asset for future generations.	
	New pedestrian cycleway bridge linkages to facilitate Active Travel: A new pedestrian/cycle bridge is could be considered for Hafod/Morfa Copper works, connecting the heritage/leisure destination on the west bank to the White Rock copperworks area and the Eastern Tawe Riverside Park. This is will facilitate a much improved walking and cycling, active potential travel along the river Tawe, enabling direct traffic free connection across the river from Eastside communities, the stadium and other proposed visitor attractions on the west	
	River viewpoints and Heritage Interpretation sites - Interesting views points and interpretation points could be provided along the river's edge, accessed from the main pedestrian/cyclepath.	
	White Rock and Smiths Canal Heritage Infrastructure and Restoration: The conical mound at White Rock and a flatter plateau area to its south, have exceptional views across the HMCW site, long views down river, level access for water recreation, interpretation, bike hire, play and picnic areas.	
	Copperworks Heritage Trail – A 'Heritage Trail' could be identified and promoted for the HMCW site, which could link key attractions and trip generators on site, and connect the various elements to the broader context of industrial history.	

	River Tawe Basin circular route/Waterfront Fitness trail- The West and East banks paths, if connected by 2 dedicated pedestrian cycle bridges at St Thomas and HMCW could create a 2 mile waterfront circuit for cycling, walking	
	White Rock footway/cycleway enhancement- There is scope to develop a safer access into the corridor and more attractive level cycle route to run directly adjacent to the remains of the canal and sensitively through the heritage area, directly opening up views into the site.	
	Eastside Community Access- Further access points are available from two other locations off Foxhole Road/Pentreguinea Road (A4217). An arched entrance in the railings on the western side of Foxhole Road, marks the position of a ramped entrance to the main footway/cycleway (NCN route 43). A further former highway Kilvey Road, forms a bridge connection into the corridor and directly connects Foxhole Road and Kilvey Hill, into the corridor. New signage, refreshed painting of the railings along this frontage could contribute towards highlighting these locations as points of connection into the Tawe River corridor.	
	Supplementary Planting and Landscaping- There are several opportunities for tree planting and establishing structurally diverse and species rich grassland.	
	Habitat Management Plan- A Management plan is required for the corridor which should be informed by a appropriate studies on protected species and habitats, and the presence of heritage assets in the corridor.	
	Ecological Interpretation and Nature trail – With its riparian, woodland, and species rich grassland habitat, the corridor has a diverse and valuable biodiversity which should be positively promoted and recognised as an important resource for raising awareness and supporting education on the natural environment.	
	River water transport The River Tawe is in principle navigable from the Liberty stadium and Hafod Copper works to the Marina. The river is informally used for rowing, guided tours and pleasure craft, but has no current means for passengers to disembark safely at any location along the river corridor. River pontoons would allow direct access between the Hafod/Morfa Copper works site and the Sailbridge site near the City Centre and Marina, and Swansea Bay/ Mumbles beyond. The provision of pontoons and river boat transport would contribute towards the cluster of attractions and facilitate an alternative form of sustainable transport along the river corridor. Any proposals for pontoons should have regard to the fixing points and structure of any quayside walls. Appropriate consent easements will also be required from the Duke of Beaufort estates.	

Appendix 3 - Integrated Impact Assessment Screening Form

Please ensure that you refer to the Screening Form Guidance while completing this form.

Which service area and directorate are you from?

Service Area: [Planning and Regeneration](#)

Directorate: [Place](#)

Q1 (a) What are you screening for relevance?

- New and revised policies, practices or procedures
- Service review, re-organisation or service changes/reductions, which affect the wider community, service users and/or staff
- Efficiency or saving proposals
- Setting budget allocations for new financial year and strategic financial planning
- New project proposals affecting staff, communities or accessibility to the built environment, e.g., new construction work or adaptations to existing buildings, moving to on-line services, changing location
- Large Scale Public Events
- Local implementation of National Strategy/Plans/Legislation
- Strategic directive and intent, including those developed at Regional Partnership Boards and Public Services Board, which impact on a public bodies functions
- Medium to long term plans (for example, corporate plans, development plans, service delivery and improvement plans)
- Setting objectives (for example, well-being objectives, equality objectives, Welsh language strategy)
- Major procurement and commissioning decisions
- Decisions that affect the ability (including external partners) to offer Welsh language opportunities and services

(b) Please name and fully describe initiative here:

Tawe Riverside Strategy

Purpose of the strategy – To enable the development of a high quality, attractive, sustainable and vibrant riverside destination, creating a unique place where people wish to live, work and visit, capitalising upon and celebrating the Tawe’s significant contribution to the City’s distinctive heritage and to green infrastructure and biodiversity”.

The purpose of the Tawe Riverside Corridor Strategy document are as follows:

- To supplement strategic policy set out in the statutory planning framework (Swansea Local Development Plan, 2019) and ensure proposals meet with strategic policy and legislation including the Well Being of Future Generations Act.
- Establish an agreed Vision and comprehensive set of objectives for the regeneration of the area
- Provide guidance and certainty to prospective developers in terms of the context and opportunities for new investment, and highlight any key considerations and constraints.
- To provide a co-ordinated basis for introducing green infrastructure and undertaking environmental and access enhancements.
- To provide a targeted and co-ordinated basis for future investment and grant assistance.
- To provide an opportunity for local communities to engage in the future development and enhancement of the Tawe Riverside area.

Back Ground

Appendix 3 - Integrated Impact Assessment Screening Form

The River Tawe Corridor immediately to the East of Swansea City Centre, is a defining feature in Swansea's landscape and has played a significant role in the history and development of the City. The riverside like the rest of Swansea's waterfront, the Bay and the Maritime Quarter, are part of the city's distinctiveness, one of the things that sets it apart from other cities and gives it an unique quality.

The ingredients are present within the Tawe Riverside area for creating the next significant opportunity for an attractive and sustainable place, with a mixture of uses for living, leisure, and working. The area has an established leisure role with the City's Liberty Stadium, Morfa is a popular focus for shopping, food and drink, and the site has distinctive heritage assets which are in the process of being restored and re used to provide new attractions and uses including Penderyn Whiskey. The lower Tawe waterfront is also emerging as an intrinsically attractive as a place to live, and is also a well- established part of the City's network of green infrastructure. The corridor provides a substantial green artery with opportunities for informal recreation and links to the wider countryside at Kilvey Hill, which is in itself a significant biodiversity resource which contributes towards health and well-being of communities which have access to it.

Regeneration in the Tawe Corridor is at a critical point. New investment interest in the Tawe Riverside area, particularly along the Morfa Road corridor and at the HCW site has raised its profile/ brought the potential of the area more sharply into focus and generated a significant momentum for the further regeneration of the area. A new Strategy is required to supplement the policy for the Tawe Riverside in the Swansea LDP, and to build on the current interest, to provide the community with an opportunity to get involved in shaping the future of the area, to highlight key strategic actions which are necessary to bring forward development and enhancement. New Masterplans are required for key sites to encourage and guide appropriate future investment in this area and to extend its appeal and attractiveness by integrating it with the wider River Tawe corridor.

The Strategy document focuses on the area south from the Liberty Stadium to the river Tawe crossings, which is identified in the Swansea Local Development Plan (2019) as the Tawe Riverside Strategic Development Area (SD L).

It considers in detail the opportunities presented by 4 character areas, the Hafod Morfa Copper Works at the Northern end, St Thomas Waterfront at the southern end, the Morfa Road Regeneration Area on the west bank and the Eastside Riverside Park. In line with the approach set out in the Swansea LDP, an integrated place making approach is set out in a series of Masterplans which are summarised below.

1. The Hafod/Morfa Copper Works (HMCW) is a unique site located North East of Swansea City Centre adjacent to the River Tawe and in close proximity to the Liberty Stadium and Morfa Retail Park. The site consists of a number of vacant sites on the waterfront, the Landore Park and Ride and vacant buildings and heritage assets associated with HMCW. The key aim is to develop a mixed use heritage led leisure destination which capitalises on its waterfront location.

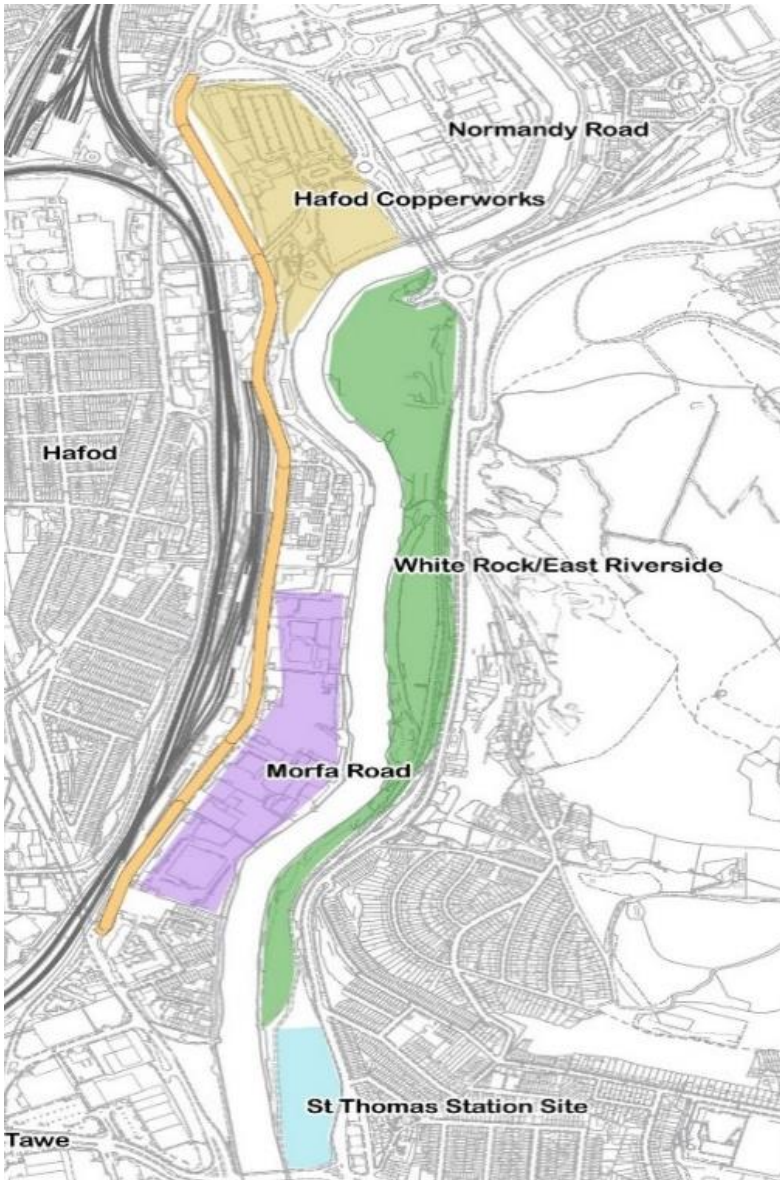
2. St Thomas Waterfront Site- The aim for this 2.8 hectare landmark site on the eastern side of the City centre, is to develop a new residential led mixed use scheme which has a distinct sense of place and connects the St. Thomas community to the waterfront and City centre.

3. Morfa Road Regeneration Area- An area actively changing in character from industrial and employment uses, to a high quality residential /employment area which provides for improved access along the riverside.

4. East Riverside Green Corridor- This Masterplan aims make more positive use of the potential of the river and its immediate banks and surrounds as an informal leisure and green infrastructure resource for

Appendix 3 - Integrated Impact Assessment Screening Form

the city – for water recreation, informal leisure, enhancing biodiversity, and to improve active travel linkages to the city centre.



Q2 What is the potential impact on the following: the impacts below could be positive (+) or negative (-)

	High Impact		Medium Impact		Low Impact		Needs further investigation
	+	-	+	-	+	-	
Children/young people (0-18)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Older people (50+)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Any other age group	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Future Generations (yet to be born)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Race (including refugees)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Asylum seekers	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gypsies & travellers	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Religion or (non-)belief	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sexual Orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Appendix 3 - Integrated Impact Assessment Screening Form

Gender reassignment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Welsh Language	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Poverty/social exclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carers (inc. young carers)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community cohesion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Marriage & civil partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pregnancy and maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q3 What involvement has taken place/will you undertake e.g. engagement/consultation/co-productive approaches?
Please provide details below – either of your activities or your reasons for not undertaking involvement**

A workshop was held with members of the Policy and Development Committee and other workshops and consultations with officers across the authority, and some statutory consultations.

This strategy will provide the community with an opportunity to get involved in shaping the future of the area. As the process continues further site specific consultation will take place and proceeding this site specific full IIA reports will be developed where required.

Site specific consultation will take place with the following groups:-

- Internal Swansea Council – Operational - waste/highways/maintenance/C&T/Legal/Procurement /CLLRs WARD MEMBERS
- Relevant Statutory Authorities
- Access Groups
- WECTU/Resilience
- Access Interests
- Local Residents/General Public
- Surrounding Businesses

Q4 Have you considered the Well-being of Future Generations Act (Wales) 2015 in the development of this initiative:

- a) Overall does the initiative support our Corporate Plan’s Well-being Objectives when considered together?
Yes No
- b) Does the initiative consider maximising contribution to each of the seven national well-being goals?
Yes No
- c) Does the initiative apply each of the five ways of working?
Yes No
- d) Does the initiative meet the needs of the present without compromising the ability of future generations to meet their own needs?
Yes No

Q5 What is the potential risk of the initiative? (Consider the following impacts – equality, socio-economic, environmental, cultural, legal, financial, political, media, public perception etc...)

Appendix 3 - Integrated Impact Assessment Screening Form

High risk

Medium risk

Low risk

Q6 Will this initiative have an impact (however minor) on any other Council service?

Yes

No

If yes, please provide details below

Planning, Legal, Finance, Procurement, Culture and Tourism.

Q7 What is the cumulative impact of this proposal on people and/or communities when considering all the impacts identified within the screening and any other key decisions affecting similar groups/ service users made by the organisation?

(You may need to discuss this with your Service Head or Cabinet Member to consider more widely if this proposal will affect certain groups/ communities more adversely because of other decisions the organisation is making. For example, financial impact/poverty, withdrawal of multiple services and whether this is disadvantaging the same groups, e.g., disabled people, older people, single parents (who are mainly women), etc.)

This strategy is advantageous to all protected characteristic groups in heavily focusing on social and community Benefits, green infrastructure, socio economic/local economic benefits in working towards;

- a higher quality environment
- increased economic vitality
- improved accessibility/movement
- increased biodiversity
- increased green infrastructure and environment/ecology
- increased public realm and landscaping, play and recreation
- increased affordable housing
- increased energy efficiency
- increased river usage

General strategy benefits-

High Quality Environment/ Placemaking

- Establishes a new mixed use heritage and leisure led destination at HMCW by introducing new uses which complement the existing offer locally and regionally and bring economic vitality back to the river frontage by day and evening.
- Establishes a destination at HMCW with a distinct sense of place which capitalises on the attractive waterfront location and strategic proximity to the Liberty stadium and City centre;
- Preserves and enhance heritage structures at key locations such as HMCW, interprets industrial and maritime history all through the corridor and finds new uses for heritage buildings;
- Provides a high quality new sustainable living environment at HMCW, Morfa Road Regeneration area and St Thomas Waterfront with strengthened links to the existing adjacent communities such as Hafod , Landore and St Thomas and the city centre.
- Promote good design across Tawe Riverside corridor that is locally distinct, sustainable, innovative and sensitive to its location maximising the potential of its waterfront aspect.
- Maintain and enhance multi-functional green infrastructure network through the corridor
- Improve, expand and diversify appropriate sustainable tourism and recreation opportunities.
- Assist in meeting the City's housing needs

Appendix 3 - Integrated Impact Assessment Screening Form

Accessibility and Movement

- Encourages accessibility and permeability into and along the length of both river banks, with linkages to the City Centre and other key attractions such as the Stadium;
- Support the development of safe, accessible and vibrant places and spaces which support walking, cycling and public transport as integral elements of a sustainable transport network.
- Improve opportunities for water based recreation and transport through enhancing access to the river.
- Integration of the Eastern Tawe Riverside/Kilvey and opportunities for sustainable development, green tourism /recreation
- Exemplar integration/ provision of multi-functional green infrastructure

Biodiversity, Green Infrastructure and environment

- Conservation and enhancement of the corridor's protected species natural assets and designations
 - Strengthen the valley floor as an ecologically rich wildlife corridor with connections to the wider countryside of Kilvey Hill, and to Swansea Bay
 - Ensure that development does not exacerbate flooding and would not be vulnerable to inundation
 - Climate change
-

Site specific benefits:-

Design Principles – HMCW

Creating sustainable travel routes, public transport facilities, footway and cycle routes. This includes the reinstatement of historic connections via former canals and bridges such as the re instatement of the Northern entrance and canal bridge link to HMCW

Public Realm and Landscaping -Public realm on the waterfront provides a focal space and the opportunity for a quality space for public enjoyment, incorporating public art, interpretation, seating and outdoor eating with new commercial leisure development. The public realm should use high quality natural materials in a contemporary design.

Interpretation of the heritage importance of the Hafod Morfa Copper works should be incorporated in public art, interpretation boards, heritage trails and in the restoration of buildings and structures.

Play and Recreation- New and varied recreation and leisure facilities should be provided at an appropriate focal point within the new development area. Subject to the provision of an appropriate new River Tawe bridge crossing on the waterfront, play provision could be accommodated on the White Rock site as part of the wider informal public space. Play facilities should be provided to an appropriate scale in accordance with FiT guidelines, with appropriate equipment for a range of ages with incidental space.

Biodiversity and Ecology – providing sustainable wildlife links across and within the development and suitable protection for protected species.

Design Principles – St Thomas

A comprehensively planned, sustainable neighbourhood with a distinct sense of place and a coherent place making approach.

Appendix 3 - Integrated Impact Assessment Screening Form

quaysides to accommodate a significant area of multi-functional green space on the site's river frontage. In addition to providing a local informal amenity space, this will facilitate the continuity of the greenspace within the Tawe Green corridor

Green Infrastructure and Landscaping – enabling the movement of wildlife and pollinators, and provide scope to incorporate sustainable drainage, and the integration of play and the main lower Swansea valley active travel route

Public Realm- This focal area of public space and an enhanced riverside promenade, must encourage people to use the space in a positive way, with the objective of increasing dwell time, and being inclusive and welcoming. The space must be of high quality, multi-generational and accessible for all. The space could also accommodate opportunities for play, activity, and public art which can activate the space and provide animation.

Recreation and Play – to provide new and varied recreation and leisure facilities at appropriate focal points. Given the scale of the site this should take the form of LEAPs or LAPs in accordance with FiT guidelines, and must incorporate appropriate play equipment for a range of ages, both formal and informal as well as incidental space.

Affordable Housing- should be provided in accordance with Swansea LDP Policy H3 at 20% taking into account any specific financial viability issues arising on the site relating to the provision of strategic infrastructure.

Energy Efficient Housing- Design solutions which incorporate energy efficient measures and other sustainable features will be actively encouraged.

Design Principles – Morfa Road

Green Infrastructure -Environmental Enhancement- New developments and public open space, paths and cycleways should recognise the multi-functional capacity of green infrastructure, and incorporate innovative solutions for surface water drainage and biodiversity. the corridor would significantly benefit from additional screening and tree planting, wildflower beds and low maintenance shrub planting. In contrast to the Eastern riverside, the west bank fringe of the riverside is a narrow green corridor with only limited capacity for biodiversity and wildlife movement. Wherever possible consideration should be given to adding to the green infrastructure on the western river fringes

Employment/ commercial Buildings- Any commercial should face on to the streets and open spaces to ensure community safety as well as strong sense of place

Affordable Housing- should be provided in accordance with Policy H3 at 20% taking into account any specific financial viability issues arising on the site relating to the provision of strategic infrastructure.

Movement and Access-

- Delivering a network of streets to serve discreet development areas, designed for low speeds (reducing carbon footprint), with shared footways/cycleways on both sides of the street, with verges and appropriate street trees;
- Provide an accessible environment for all;
- Provide appropriate parking and circulation areas for cars, cycles, motor bikes and service vehicles;
- A clearly structured walkable neighbourhood with a hierarchy of interconnected streets and spaces;

Design Principles - East side River Tawe Corridor

(Riverside area on the East bank adjacent to the west side of Pentreguinea Road and Foxhole Road)

Appendix 3 - Integrated Impact Assessment Screening Form

The key challenge is to make more positive use of the potential of the river and its immediate banks and surrounds as a resource for the city – for water recreation, informal leisure and transport, recreation on the river banks and to improve walking and cycling linkages along the valley. This will be achieved by creating distinctive locations or nodes along the riverside, which highlight the location of and make positive use of remaining heritage assets, with views and into and from the area. Delivering enhanced green infrastructure with multiple benefits for health and well-being is a key theme for new developments and enhancements along this corridor.

Ecological Interpretation and Nature trail – With its riparian, woodland, and species rich grassland habitat, the corridor has a diverse and valuable biodiversity which should be positively promoted and recognised as an important resource for raising awareness and supporting education on the natural environment. There is considerable scope for introducing nature trails, interpretation boards, for working with local schools and communities to broaden awareness of the nature conservation value of the river corridor.

River water transport The River Tawe is in principle navigable from the Liberty stadium and Hafod Copper works to the Marina. The river is informally used for rowing, guided tours and pleasure craft, but has no current means for passengers to disembark safely at any location along the river corridor.

River pontoons would allow direct access between the Hafod/Morfa Copper works site and the Sailbridge site near the City Centre and Marina, and Swansea Bay/ Mumbles beyond. The provision of pontoons and river boat transport would contribute towards the cluster of attractions and facilitate an alternative form of sustainable transport along the river corridor. Any proposals for pontoons should have regard to the fixing points and structure of any quayside walls. Appropriate consent easements will also be required from the Duke of Beaufort estates.

New developments on the river frontage at HMCW and St Thomas Waterfront, should encourage greater use of the river itself for travel and recreation by making provision for direct and accessible access to pontoons. A series of riverside pontoons should be established for use by rowers, and as pick up and drop off points for water taxis and the community boat. Pontoon locations should be convenient for boating activities and serve community access, where possible aligning with east- west access routes and bridges.

Social and Community Benefits -Swansea Council has adopted a policy entitled ‘Beyond Bricks and Mortar’ as a means of addressing poverty and social exclusion within Swansea. This initiative is concerned with the use of social benefit clauses within contracts/development agreements associated with major regeneration projects to bring added value to the delivery of physical improvements, in particular Targeted Recruitment and Training (TR&T). The aim of these clauses is to promote named supply chain networks and provide benefits for the local long term unemployed through new employment opportunities and/or training as an integral part of the physical development process.

The Tawe Riverside Corridor could become in effect the ‘City’s Park’, and could benefit significantly from being brought into the City leisure marketing offer as a local destination and part of the regional offer. The City already has a series of maritime focused events, but there is potentially scope to extend this, with further heritage themed events and attractions such as the ‘Man Engine’ which visited the site in Spring 2019, or water sports race training events. Interim leisure/pop up events.

Appendix 3 - Integrated Impact Assessment Screening Form

Outcome of Screening

Q8 Please describe the outcome of your screening below:

- **Summary of impacts identified and mitigation needed (Q2)**

This strategy has positive impacts for all protected characteristic groups in: increased wellbeing, benefiting future generations, community and poverty benefits, socio economic benefit, benefiting tourism.

- **Summary of involvement (Q3)**

- A workshop was held with members of the Policy and Development Committee and other workshops and consultations with officers across the authority, and some statutory consultations.

- This strategy will provide the community with an opportunity to get involved in shaping the future of the area. As the process continues further site specific consultation will take place and proceeding this site specific full IIA reports will be developed where required.

Site specific consultation will take place with the following groups:-

- Internal Swansea Council – Operational -
waste/highways/maintenance/C&T/Legal/Procurement /CLLRs WARD MEMBERS
- Relevant Statutory Authorities
- Access Groups
- WECTU/Resilience
- Access Interests
- Local Residents/General Public
- Surrounding Businesses

- **WFG considerations (Q4)**

The Tawe Riverside Strategy has been prepared with full consideration of the Council's duties to work towards Wales' shared well-being goals and to contribute to sustainable development and management of natural resources under the Well Being of Future Generation (Wales) Act (2015).

A full list of relevant strategic policy and other strategic guidance is included in Appendix 1

(2018)

- Swansea PSB Local Well-being Plan: 'Working Together to Build a Better Future'
- Planning Policy Wales (2016)
- Planning Act (Wales) 2015
- Environment Act (Wales) 2016
- Sustainable Drainage (Wales) Regulations 2018

- **Any risks identified (Q5)**

There are no risks as such to the strategy however there could be site specific risks that will be detailed in individual site specific IIA full report.

Cumulative impact (Q7)

Appendix 3 - Integrated Impact Assessment Screening Form

This strategy is advantageous to all protected characteristic groups in heavily focusing on social and community Benefits, green infrastructure, socio economic/local economic benefits in working towards;

- a higher quality environment
- increased economic vitality
- improved accessibility/movement
- increased biodiversity
- increased green infrastructure and environment/ecology
- increased public realm and landscaping, play and recreation
- increased affordable housing
- increased energy efficiency
- increased river usage

(NB: This summary paragraph should be used in the relevant section of corporate report)

Full IIA to be completed

Site specific IIAs to be developed when/if necessary.

Do not complete IIA – please ensure you have provided the relevant information above to support this outcome

NB: Please email this completed form to the Access to Services Team for agreement before obtaining approval from your Head of Service. Head of Service approval is only required via email.

Screening completed by:
Name: Chantel Ellis
Job title: Project Officer
Date: 09/11/22
Approval by Head of Service:
Name: Phil Holmes
Position: HoS
Date: 10/11/22

Please return the completed form to accesstoservices@swansea.gov.uk

APPENDIX 1

[Well-being of Future Generations \(Wales\) Act 2015](#) -The Act requires public bodies in Wales to carry out sustainable development, the process of improving the social, economic, environmental and cultural well-being of Wales, by working toward 7 well-being goals and by planning for the long term, work better with people and communities and each other, look to prevent problems and take a more joined-up approach.

The Council's Corporate Plan recognises that Swansea faces a number of challenges in the years ahead, which include:

- Population changes – a growing, ageing and more diverse Swansea.

Appendix 3 - Integrated Impact Assessment Screening Form

- Economic changes – attracting investment, high quality jobs and new technology into Swansea while addressing the skills gap.
- Climate change – risks from flooding, air and water quality, dangers to ecosystems and biodiversity and energy security.
- Social and cultural changes – addressing inequalities in health, education, employment and life chances.

Five well-being objectives have been prioritised to address these challenges:

1. Safeguarding people from harm – so that our citizens are free from harm and exploitation.
2. Improving Education & Skills – so that every child and young person in Swansea gains the skills and qualifications they need to succeed in life.
3. Transforming our Economy & Infrastructure – so that Swansea has a thriving mixed use City Centre and a local economy that will support the prosperity of our citizens.
4. Tackling Poverty – so that every person in Swansea can achieve his or her potential.
5. Transformation & Future Council development – so that we and the services that we provide are sustainable and fit for the future.

[Swansea PSB Local Well-being Plan: 'Working Together to Build a Better Future'](#) -Every local council area in Wales is legally, through the Well-being of Future Generations (Wales) Act 2015, is required to have a Public Services Board (PSB) whose purpose is to work collectively to improve local social, economic, environmental and cultural well-being.

1. Each PSB is required to carry out an Assessment of Well-being to understand current levels of well-being and to produce a Local Well-being Plan in order to improve well-being. In May 2018 Swansea's PSB published 'Working together to Build a Better Future' their first Local Well-being Plan. The Plan identifies four objectives for collective action underpinned by a cross cutting action: **Early years:** to ensure that children have the best start in life to be the best they can be.
2. **Live well, Age well:** to make Swansea a great place to live and age well.
3. **Working with Nature:** to improve health, enhance biodiversity and reduce our carbon footprint.
4. **Stronger Communities:** to build stronger communities with a sense of pride and belonging.
5. **Cross Cutting Action:** to work towards integrated public services in Swansea by sharing resources, assets and expertise.

As a statutory member of the PSB the Council has collective responsibility with the other three statutory members for ensuring the Board improve Swansea's well-being.

[Planning Act \(Wales\) 2015](#)-The Act states that development and the use of land contribute to improving the economic, social, environmental and cultural well-being of Wales. Whilst the concept of sustainable development has been at the heart of the planning system for many years the Welsh Government is currently re-drafted Planning Policy Wales: Edition 10 to maximise the contribution the planning system can make to the achievement of the Act. In doing this Draft edition 10, identifies 5 key principles for planning which are based on the sustainable development principle:

1. To facilitate the right development in the right place
2. Making the best use of resources
3. Facilitating accessible and healthy environments
4. Creating and sustaining communities
5. Maximising environmental protection and limiting environmental impact

Appendix 3 - Integrated Impact Assessment Screening Form

Supported by a suite of National Sustainable Placemaking Outcomes and via four planning themes:

Environment Act (Wales) 2016-The Act is designed to ensure Wales's long term well-being to enable current and future generations to benefit from a proposers economy, a healthy and resilient environment and a vibrant, cohesive communities. It positions Wales as a low carbon, green economy ready to adapt to the impacts of climate change by ensuring a joined-up legislative approach to enable the sustainable management of resources, by establishing legislative framework to tackle climate change and by clarifying / strengthening existing regulations on waste fisheries, flooding and coastal erosion and the carrier bag charging scheme. These three Acts work in tandem to improve Wales's well-being.

Swansea Council Community Benefit Policy-Since 2009, Swansea Council has operated a Community Benefits Policy. Known as Beyond Bricks & Mortar (BB&M), it was developed to help tackle poverty and promote inclusion by adding value locally to the delivery of physical regeneration and large scale projects. It aims to address barriers to entering the labour market and create opportunities for all Swansea's citizens, thereby helping to lift individuals and households out of poverty. It meets the aspirations of the Wellbeing of Future Generations Act, impacting on four of the Council's five key priorities and delivering on the commitment in Swansea Council's procurement strategy.

The approach is delivering an impact on deprivation by addressing the need for more training, job placement and employment progression routes for the economically inactive and unemployed, leading to higher skilled, higher paid and sustainable jobs; encouraging more supply chain opportunities to be made available for SME's and local businesses; working with the wider community and schools.

Agenda Item 5



Report of the Chair

Economy & Infrastructure Corporate Delivery Committee – 22 December 2022

Work Plan 2022-2023

Date of meeting	Agenda items and Format
23 June 2022	<ul style="list-style-type: none">• Work Plan Discussion.
28 July 2022	<ul style="list-style-type: none">• Work Programme 2022-2023.
22 September 2022	<ul style="list-style-type: none">• Meeting Cancelled.
27 October 2022	<ul style="list-style-type: none">• Resident's Rewards App (SL).
24 November 2022	<ul style="list-style-type: none">• Meeting Cancelled.
22 December 2022	<ul style="list-style-type: none">• Update on the Tawe Riverside Corridor Strategy (GE)
26 January 2023	<ul style="list-style-type: none">• Update – Swansea Resident's Rewards App (SL) includes representatives from BID.• The Local Economic Development Plan (PR & CJ)
23 February 2023	<ul style="list-style-type: none">• Introduction to Swansea Bay Strategy (GB)
23 March 2023	<ul style="list-style-type: none">•
27 April 2023	<ul style="list-style-type: none">•
To be scheduled	<ul style="list-style-type: none">•