



City and County of Swansea

Notice of Meeting

You are invited to attend a Special Meeting of the

Scrutiny Programme Committee

At: Council Chamber - Guildhall, Swansea

On: Wednesday, 8 January 2020

Time: 9.30 am

Chair: Councillor Mary Jones

Membership:

Councillors: C Anderson, M Durke, E W Fitzgerald, L S Gibbard, J A Hale, D W Helliwell, T J Hennegan, P K Jones, E T Kirchner, W G Lewis, G J Tanner and W G Thomas

Statutory Co-opted Members: D Anderson-Thomas and A Roberts

Councillor Co-opted Members: P M Black, C A Holley, P R Hood-Williams, L R Jones and J W Jones

Webcasting: This meeting may be filmed for live or subsequent broadcast via the Council's Internet Site. By entering the Council Chamber you are consenting to be filmed and the possible use of those images and sound recordings for webcasting and / or training purposes.

Agenda

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1 Apologies for Absence.

2 Disclosures of Personal & Prejudicial Interest.

www.swansea.gov.uk/disclosuresofinterests

3 Prohibition of Whipped Votes and Declaration of Party Whips.

4 Public Question Time.

Questions must relate to matters on the open part of the Agenda of the meeting and will be dealt with in a 10 minute period.

5 Pre-decision Scrutiny: Foreshore Sites - Public Consultation and Procurement Responses Summary and Next Steps.

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a) Role of the Committee

b) Consideration of Cabinet Report and Questions

c) Committee's View for Cabinet

Next Meeting: Monday, 13 January 2020 at 4.30 pm

Huw Evans

Huw Evans

Head of Democratic Services

Monday, 23 December 2019

Contact: Democratic Services - Tel (01792) 636923

Agenda Item 5



Report of the Chair

Special Scrutiny Programme Committee – 8 January 2020

Pre-decision Scrutiny – Role of the Committee

Purpose	This report provides guidance on pre-decision scrutiny ahead of consideration of the Cabinet report on: a) Foreshore Sites - Public Consultation and Procurement Responses Summary and Next Steps.
Content	This covering report explains the role of the Committee in undertaking pre-decision scrutiny. The actual Cabinet report which is to be considered by Cabinet on 9 January is appended.
Councillors are being asked to	<ul style="list-style-type: none">• note the pre-decision scrutiny process and role of the Committee• consider the Cabinet report and proposals• agree any views on the proposed decision(s) that are to be raised with Cabinet
Lead Councillor	Councillor Mary Jones, Chair of Scrutiny Programme Committee
Report Author	Brij Madahar, Scrutiny Team Leader Telephone: 01792 637257 brij.madahar@swansea.gov.uk
Legal Officer	Debbie Smith
Finance Officer	Paul Cridland

1. Introduction

1.1 The Scrutiny Programme Committee will carry out pre-decision scrutiny or delegate to relevant Scrutiny Panels, in respect of proposed cabinet reports as requested.

1.2 In May the Committee met with Cllr. Robert Francis-Davies, Cabinet Member for Investment, Regeneration & Tourism, and during the Q & A Session asked about the consultation that was underway in respect of a potential seafront development. The Committee was aware that a number of council-owned foreshore sites had been identified by the Council for possible small-scale development in order to generate income and make the prom a more attractive place to visit for locals and tourists, and enhance

the bay. Parallel to public consultation, the Committee were also aware that the council had published a Prior Information Notice (PIN) on the Welsh Government procurement portal Sell2Wales, aimed at potential development partners, in order to gather ideas. The Committee indicated that it wanted to discuss this matter again once a clearer picture of what has emerged in response to the PIN notice and public consultation exercise, and ideas generated.

- 1.3 A report on the public consultation and procurement responses, and next steps is scheduled for decision by Cabinet on 9 January. The report of the Cabinet Member for Investment, Regeneration & Tourism is **attached** for pre-decision scrutiny.

The cabinet report summarises the responses received regarding the development potential of five foreshore sites and establishes how to proceed next, with a number of recommendations for cabinet in respect of:

- Part of Langland Bay Tennis Courts
- Land at the Skate Ramp
- Land at Sketty Lane Car Park
- Blackpill Lido

The cabinet report also recommends that any development of the site known as Land Adjacent to the West Cross Inn is no longer to be considered.

2. **Role of the Committee**

- 2.1 The purpose of pre-decision scrutiny:

- It entitles scrutiny to discuss proposed Cabinet reports, where a clear recommendation(s) exists, before decisions are taken by the Executive.
- Acting as a 'critical friend', it enables scrutiny to ask questions about a report to develop understanding and inform and influence decision-making, for example asking about:
 - the rationale for the report
 - robustness of the proposed decision and decision-making process
 - potential impact and implications (including policy/budget issues, social, economic and environmental impact) and risks
 - how different options have been considered
 - the extent of consultation undertaken
 - implementation and measures of success etc.
- It enables scrutiny to provide a perspective and report its views and any issues to Cabinet. The chair, on behalf of the Committee, can attend the Cabinet meeting to share the views of scrutiny on the report prior to Cabinet decision. This may include giving support, providing other suggestions on the way forward, or flagging up any concerns.
- The views of scrutiny are required to be formally considered by

Cabinet before it makes the decision and feedback should be given including explanation for any rejection of views expressed.

2.2 The Cabinet Member for Investment, Regeneration & Tourism will attend the Committee meeting to present the report and respond to questions, along with relevant officer(s) involved in the development of the report who can assist the Committee and provide appropriate advice. The Head of Property Services, Geoff Bacon, and the Client Services Manager - Corporate Property, Lewis Hinds, will attend.

2.3 The Committee (through the chair) will write to the Cabinet Member with its views following pre-decision scrutiny. The Chair will have the opportunity to attend the cabinet meeting on 9 January to verbally feedback the Committee's views, conclusions and recommendations about the report.

3. Cabinet Response

3.1 Cabinet must formally consider scrutiny views at its meeting. It may decide that any issues raised by scrutiny can be dealt with at the meeting and decision taken. It may decide that more time is needed to consider the views of scrutiny and defer decision to the next (or a special) meeting of Cabinet.

3.2 The relevant Cabinet Member is expected to write back to the Committee with feedback from Cabinet, and should include explanation of any rejection of scrutiny views.

4. Legal Implications

4.1 In accordance with the Council's Constitution "pre-decision scrutiny gives scrutiny the opportunity to influence Cabinet decision making as a critical friend". "The views of the scrutiny committee are formally presented (either in a written report or verbally by the scrutiny Chair) to the Cabinet meeting for the Cabinet to consider and inform its decision making".

5. Financial Implications

5.1 There are no specific financial implications raised by this report. Financial implications of the actual cabinet report(s) are contained within those reports.

Background Papers: None

Appendices:

Appendix 1: Cabinet Report – Foreshore Sites - Public Consultation and Procurement Responses Summary and Next Steps



Report of the Cabinet Member for Investment, Regeneration & Tourism

Cabinet – 9 January 2020

Foreshore Sites - Public Consultation and Procurement Responses Summary and Next Steps

Purpose:	To summarise the responses received from the Councils Public Consultation regarding the development potential of five foreshore sites and establish how to proceed next.
Policy Framework:	Asset Management Plan 2017/2021
Consultation:	Access to Services, Finance, Legal
Recommendation(s):	It is recommended that: <ol style="list-style-type: none">1) The site known as Part of Llangland Bay Tennis Courts is disposed of via a long lease on the most appropriate terms.2) Any development of the site known as Land Adjacent to the West Cross Inn is no longer to be considered.3) Any development of the site known as Land at the Skate Ramp is to undergo further consideration and due diligence.4) The potential to develop the site known as Land at Sketty Lane Car Park is to be investigated further with a view to marketing in 2020.5) The potential to develop the site known as Blackpill Lido to be investigated further with a view to marketing in 2020.6) Further decisions to progress are to be delegated to the Director of Place and Cabinet Member for Investment, Regeneration & Tourism
Report Authors:	Geoff Bacon / Lewis Hinds
Finance Officer:	Ben Smith
Legal Officer:	Debbie Smith
Access to Services Officer:	Rhian Millar

1. Introduction

- 1.1 A PIN (Public Information Notice) was published via the Sell2Wales website in May 2019 asking for expressions of interest with regard to the potential development of 5 foreshore sites.

These sites were;

- Part of Langland Bay Tennis Courts.
- Land adjacent to West Cross Inn.
- Land at the Skate Ramp.
- Sketty Lane Car Park.
- Blackpill Lido.

Plans identifying the sites can be seen in **Appendix A**.

- 1.2 Very basically, responses to the PIN notice showed a demand to commercially develop the sites if planning would allow.
- 1.3 Whilst the PIN notice was live, Swansea Council also invited the public to put forward their views via its website. The responses can be seen in the attached appendices.
- 1.4 Very generally, the majority of responses appear to be against any large-scale commercial development of the sites and expressed a desire for improvements to existing facilities. With, for example, the provision of more public toilets ,lighting along the promenade, more bike parking, widening of the promenade, more public furniture, more free or cheap leisure facilities such as a skate park and outdoor swimming pool. Keeping views of mumbles from the main road and as much open space as possible also appeared to be of a high priority.
- 1.5 That said, the potential for some sensitive development was acknowledged for some of the sites and without large public subsidy the private sector will be needed to enable the majority of any improved facilities.
- 1.6 No development is guaranteed at this stage but it is felt that further investigation is warranted to see if private development can both improve services and raise income whilst being as sympathetic to the natural environment as possible. Any development will be subject to further consideration and due diligence through the marketing process or Community Asset Transfer policy if appropriate. Any proposal will also be subject to statutory assessments through the planning process.
- 1.7 Each site will be dealt with more specifically below with a very broad comment on the public responses received and the recommended next steps.

2 Findings

2.1 Part of Langland Bay Tennis Courts

2.1.1 Public Response - Generally public responses were for improved leisure facilities, but, the potential for some small-scale commercial development to enable such improvement was acknowledged.

2.1.2 Next Steps – Appoint an agent to advertise the site as available For Sale or To Let on a long leasehold basis (i.e. a long lease for a capital sum or yearly rent) as soon as possible. A long lease at a rent will be the preferred option. The site will marketed on the basis that any proposed development will be required to provide and maintain new public toilet facilities and that the that Council would like to see a mix of commercial and leisure facilities included. However, offers on any basis are welcome for consideration. There are some legal issues over St Johns occupation of a Hut on the site which could cause some delay.

2.2 Land adjacent to West Cross Inn

2.2.1 Public Response - Strong public opinion against any development and the obstruction of the view from the Mumbles Road.

2.2.2 Next Steps – to withdraw this site from any further development discussions.

2.3 Land at the Skate Ramp.

2.3.1 Public Response – Mumbles Community Councils desire to build a fairly large-scale skate park on this site has been fairly well publicised and a number of supporters made clear their desire for an improved skate park in the Mumbles area in the public consultation. There were also some responses to say that they were unsure if this was the most appropriate location for an enlarged skate facility. The skate park proposal aside responses were mixed between leaving it as open space and the possibility of some very small scale development if something is to be done.

2.3.2 Next Steps – Mumbles Community Council have submitted a pre-application planning enquiry for the proposed skate park and are in the process of submitting a full planning application along with confirmation from the Council that they can have a long lease of the site at a peppercorn rent.

2.3.3 Although the construction of a skate park by Mumbles Community Council within their ward appears to be well supported, if this site is the most suitable location is less clear. There is no car parking, shop or public toilets nearby. The site also adjoins a busy main road and for safety the design of the park would include a boundary feature to separate the park from the road. This will obstruct the view, which is one of the main

reasons the public responses received objected to the development of the area. Therefore, Cultural Services are to engage with Mumbles Community Council and carry out a full due diligence exercise to ensure that the proposal is practical and sustainable in the long term. A full review of all possible sites within the relevant area is also to be undertaken to ensure the best location is identified.

If the site is not identified as the best place for the proposed skate park then other possible development options can be explored in further detail with the creation of some potential design briefs through consultation with planners.

2.4 **Sketty Lane Car Park**

2.4.1 Public Response – Mixed responses for and against development but the potential for some sympathetic development acknowledged.

2.4.2 Next Steps – Begin more detailed investigation into potential design briefs with planners with a view of bringing to market sometime next year if appropriate.

2.5 **Blackpill Lido**

2.5.1 Public Response – Mixed responses for and against development. Majority of suggested development was for improved leisure facilities.

2.5.2 Next Steps – Begin more detailed investigation into some potential design briefs with planners to establish if some development that is complementary to the existing facilities is possible.

2.6 The summary of the public responses are very general and this report is to be read in conjunction with the responses received which can be found in **Appendix B and C**.

3 **Equality and Engagement Implications**

3.1 The Council is subject to the Public Sector Equality Duty (Wales) 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 Act.
- 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.

Our Equality Impact Assessment process ensures that we have paid due regard to the above.

3.2 A EIA Screening form was completed for each of the foreshore sites with development potential (**Appendix D**) with an outcome indicating a full EIA report is not required as there are no equalities and engagement

implications at this stage. There will be an opportunity for further consideration of the Equality Impact of any potential development once more detail proposals for individual sites emerge. Any potential development will be subject to further due diligence and also detailed statutory assessments through the planning process.

4. Financial Implications

4.1 The proposals set out options which include future potential capital receipts and rental income, exact amounts will be dependent upon subsequent market interest and will be reported separately as the proposals progress.

4.2 In accordance with current policy, the capital receipt generated from any disposal arising from these proposals will contribute towards the Council's overall capital receipt target and will not be allocated for any other specific purpose.

5. Legal Implications

5.1 The Local Government Act 1972 section 123 gives a local authority the power to dispose of land held by it in any manner it wishes provide that the local authority achieves the best consideration that can reasonably be obtained except where the disposal is for a short tenancy (the grant of a term not exceeding seven years or the assignment of a term which has not more than seven years to run) or the local authority has the consent of the Welsh Ministers.

5.2 The question of whether or not a Local Authority has achieved best consideration for the disposal of land can be controversial. The case law has shown that the consideration which a local authority receives in order to achieve best consideration must have an economic or monetary value. There is no particular process to be followed but there does need to be evidence to show that best consideration has been assessed and is being achieved, for example, through independent valuations or market sale.

5.3 The Welsh Ministers have issued a general consent for disposals of land under section 123 for less than best consideration. This allows a local authority to dispose of land for less than best consideration if it considers that the disposal will contribute to the promotion or improvement of the economic, social or environmental well-being of its area and the extent of the undervalue is no more than £2m. This consent can be very useful for regeneration initiatives or other projects which will be of benefit to the local area.

5.4 Under Section 123 of the Local Government Act 1972 before disposing of any land that constitutes public open space, the Council is required to advertise the disposal in the local newspaper for two consecutive weeks. The public then have an opportunity to send written objections to the proposed disposal, with any objections being considered by the Council

prior to the disposal proceeding. The Council will be open to legal challenge if the correct legal process is not followed in order to discharge the requirements of section 123 LGA 1972 and/or if it fails to give full and proper consideration to any written representations/objections.

- 5.5 The key issue for the Council is to balance any adverse consequences of the loss of open space, having regard to the objections received, against the advantages of disposing of the land.

Background Papers: None.

Appendices:

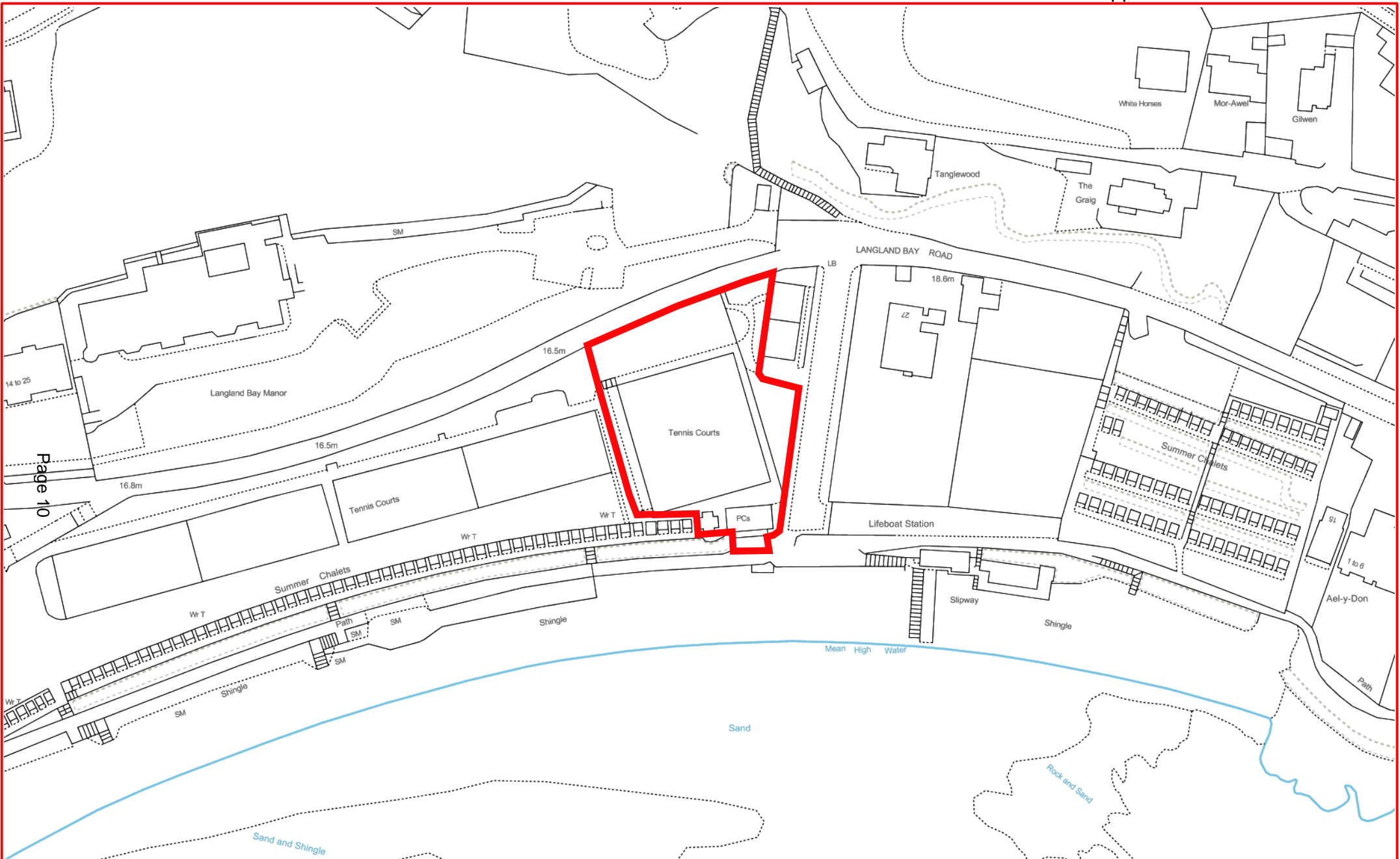
Appendix A: Plans

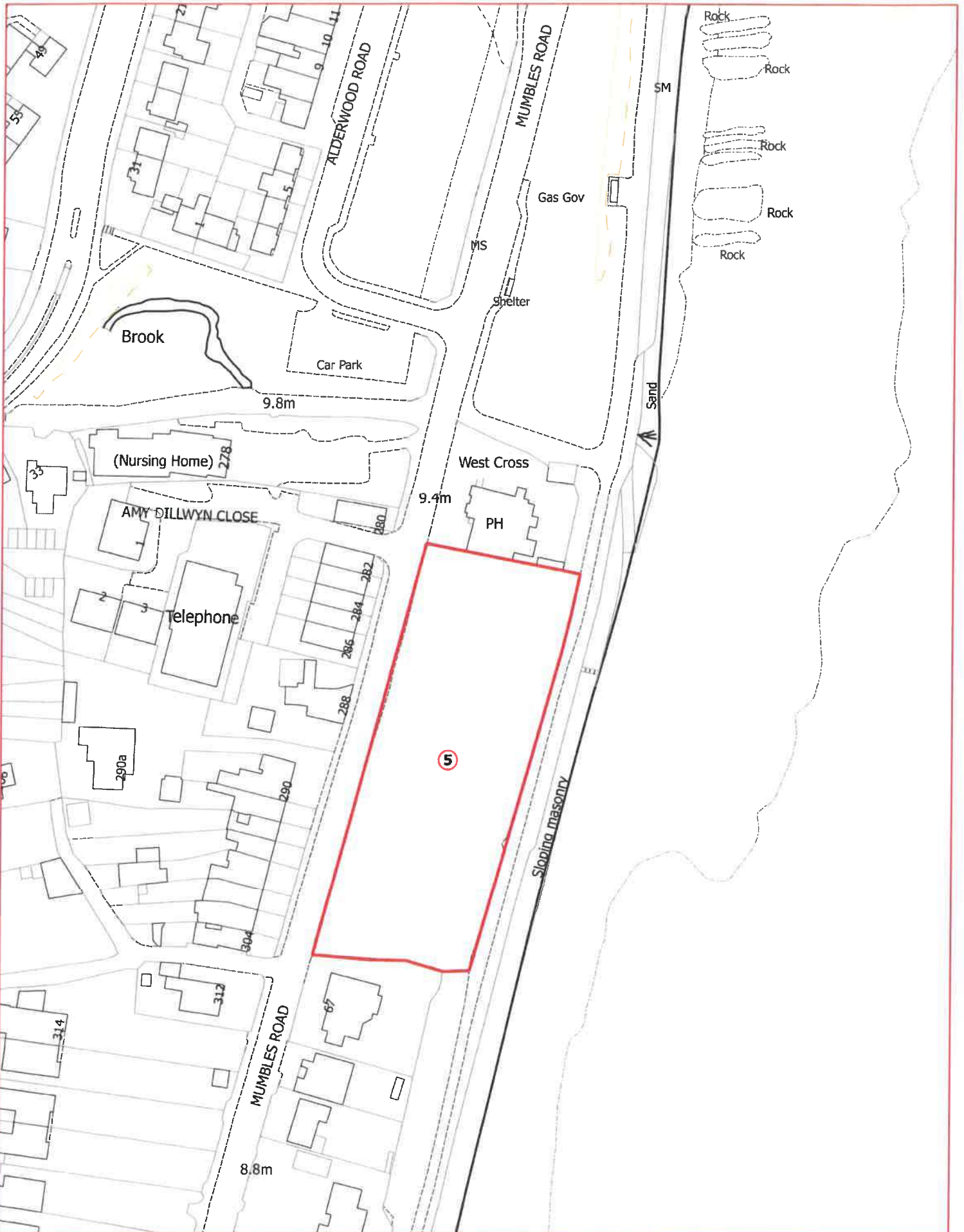
Appendix B: Foreshore Site Public Consultation Responses

Appendix C: Bay Development Public Consultation Responses (Link below to the report to Cabinet on 9 January – Agenda Item 8 - Appendix C)

<https://democracy.swansea.gov.uk/mgAi.aspx?ID=30577&LLL=0#mgDocuments>

Appendix D: EIA Screening Forms





5 - Land Adj. West Cross Inn - 1.1 Acres

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Ordnance Survey 100023509

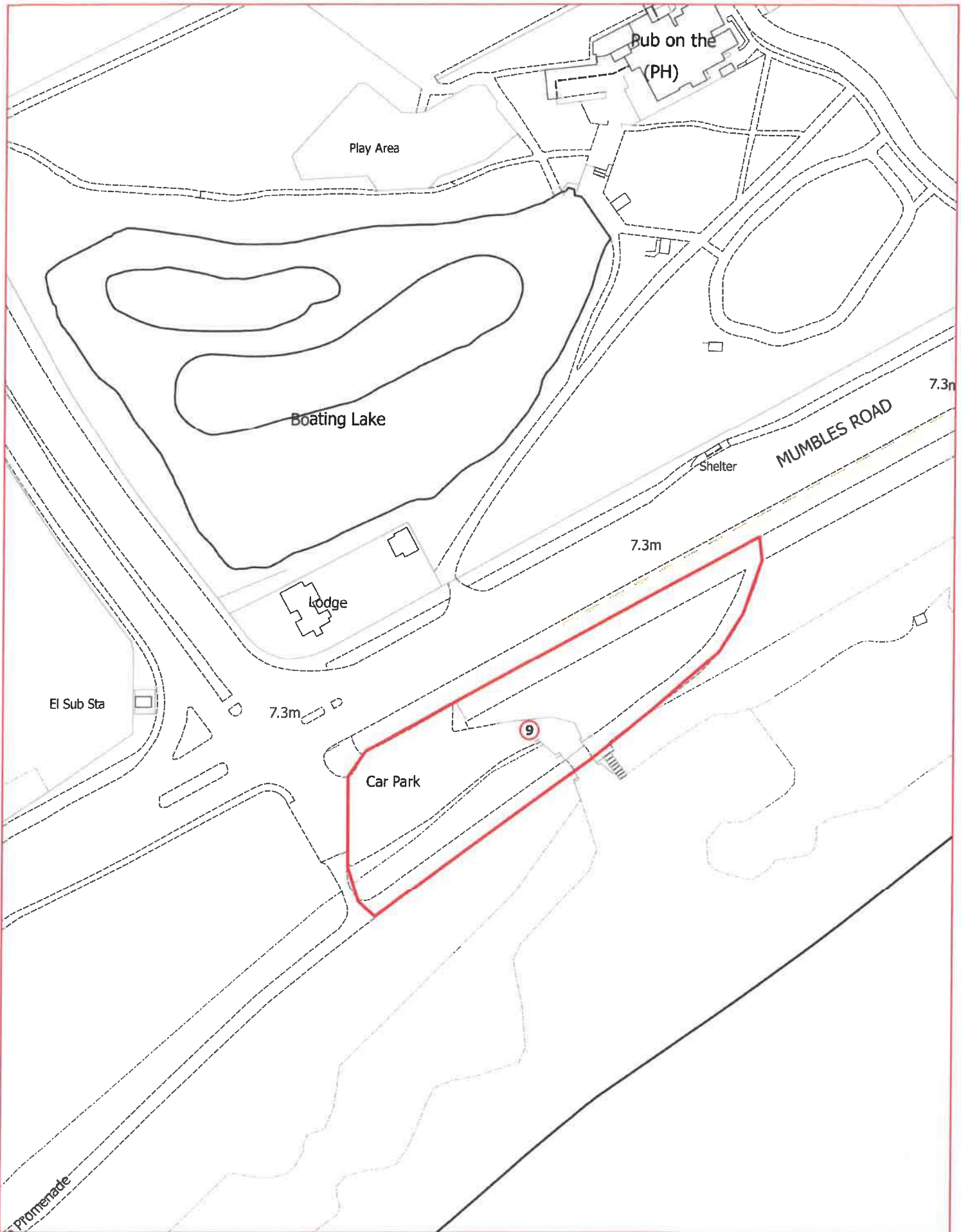




6 - Skate Park - 2.5 Acres

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Ordnance Survey 100023509

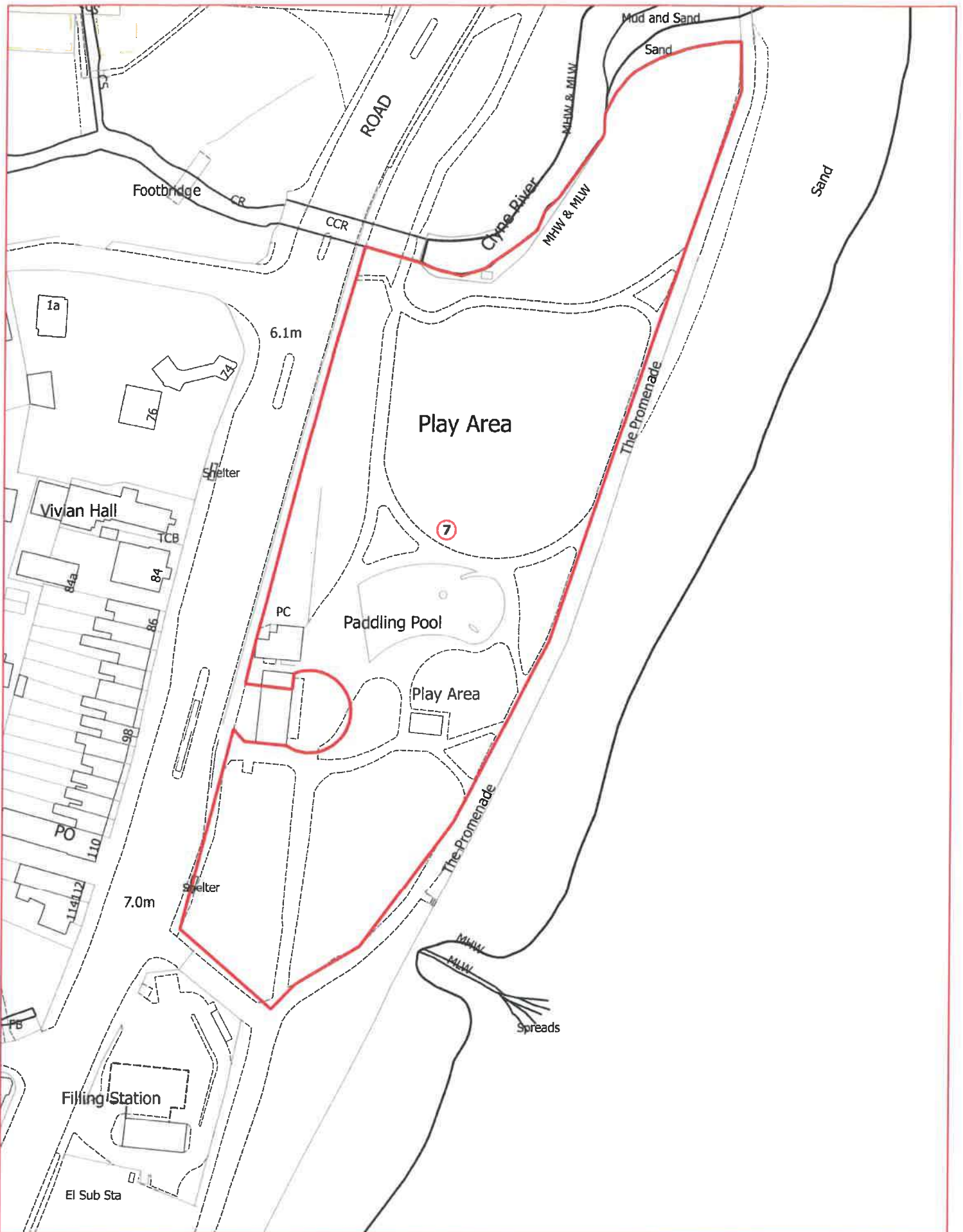




9 - Sketty Lane Car Park - 3823 sqm

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BLACKPILL, DERWEN FAWR AND MAYALS RESIDENTS' ASSOCIATION

Swansea Bay Sea Front Sites Proposals.

Thank you for providing an opportunity for public consultation on the proposed development sites along the Swansea Bay sea front.

The Blackpill Derwen Fawr and Mayals Residents' Association, having discussed some of these issues at our AGM would make the following observations.

Sketty Lane Car Park:

The Association welcomes the opportunity to freshen up this site.

The provision of a cafe of a striking, environmentally pleasing design like the building which we understand was originally proposed for Sketty Lane but then moved to St Helens, would be welcomed.

So would additional car parking: although the Association would want any site boundary to be within the Swansea side of the front: ie not impinging on the common land toward the foot golf site.

We would welcome a good-sized space for bicycle parking to enable people to bring picnics and child gear etc.

We would welcome an open air exercise point with a variety of equipment forming a focal fitness point for more social keep-fitters.

We would welcome beach activities : ie volley ball nets.

We would welcome a change to the existing bye-law which prohibits dogs from the beach during the summer between Sketty lane and the Clyne river at Blackpill.

We would look to the City to take steps to ensure that the remains of the ancient dunes along the front at this point are offered protection.

Blackpill Lido:

The Association regards this site as very sensitive.

We feel that the benefits this site offers in terms of free access to a healthy, popular activity to all the citizens of Swansea is very important and that the free public access should be maintained.

The play facilities have been poorly maintained and run down. The Association would hope that the playground could be revitalised with innovative as well as traditional equipment to provide stimulating play for a wide age group; -reflecting the use of the lido area.

The Association would like to see more parking facilities for bicycles so that families are encouraged to use bikes to get to the lido.

Exercise equipment could again also be a focal point.

The Association would not want to see any part of the existing lido fenced off.

It therefore becomes problematic when trying to create a commercial environment.

However, there are opportunities for development.

Being opposite the crossing into the Clyne Country Park there is an ideal bicycle hire business opportunity. Cycling from Blackpill to South or North Gower is a fairly easy family trip using the cycle track to Killay or Gowerton. And a pier-to pier route is clear.

From time to time, it has been mooted that the creation of an all-weather ice skating rink could be sited at this point along the prom.

The existing bouncy castle is popular, and well organised: possibly this could be extended under licence during the summer.

However, whatever activities might be developed, the Association would point out that, even with the extra car parking spaces soon to come into use at the new Mill Lane car park, there is a desperate need for consideration to be given to local residents' need for minimum disturbance from a hugely busy pedestrian and car population at this location during the summer.

Infrastructural needs should be given proper consideration. At times on a hot bank holiday the over-full car parks, Roman Court, Mill Lane, Mayals Road, Mumbles Road, Ashleigh Road, Derwen Fawr Road, the bridleway into the Clyne Valley off Derwen Fawr Road, Gwerneinon Road and Glynderwen Crescent have been blocked at some point. Although it is only happening a few times a year, it causes chaos and aggravation that should be avoided.

Land Around the Skate Ramp:

The Association understands that the Mumbles Community Council has now concluded preliminary planning consultation with the City Council regarding this site and will shortly be submitting a planning application. The Association will be able to express a more considered view at that time. Here, we would say that we have major concerns about car parking throughout Llwynderw and cars stopping on Mumbles Road.

We have concerns about child safety on an unsupervised site with mixed age and ability children on potentially fast runs.

We would suggest again that bicycle parking is essential.

We would suggest that, space permitting, this site may also potentially be the location for an ice cream parlour, which may encourage parents to use the site while their children use the ramps.

The site is probably far enough away from The Junction at Blackpill and Ripples at West Cross, to be a popular stopping point for promenaders.

Additionally in relation to the Swansea Bay Sea Front:

The Association would like to see more Mumbles Trains using the prom. The Association feels that this is an under-used resource when looking at other tourist areas and the use that is made of such facilities there. Many residents feel it may well be viable as an economic venture to have a reasonably frequent regular service from Oystermouth to the leisure centre which would serve not only as a visitor attraction, but also shoppers and commuters.

The Association would strongly oppose any housing or residential development along the sea front that breaks the existing views into the seascape.

The Association hopes that these comments are useful.

Sirs,

Please accept my apologies for not using the official consultation survey site for this. There are some problems with it. For example, the word 'development' is frequently used to describe the proposals. At very best the word used should be 'changed', and the people who do this kind of thing should not be described as 'developers' if the vandalism that is being imposed on the iconic Mumbles Head is an example of the kind of thing they do. Nor do I believe that the public at large are clamouring for the kind of thing the council I suspect would like to see. There is no reason to suppose e.g. that the need for public toilets which exists because the council have closed/restricted those which have been available in the past will be satisfied by the activities of a few large private English companies. Nor should the excuse of 'employment' be used. The sea view for many residents of Swansea at large has not been improved by the addition of the 27 storey stump at the Marina, and surprisingly the 300-odd jobs with which objections to it were palmed-off have not yet arrived. The whole of the FAQ section on the site suggests a done deal up with which we the sites' owners will have to put.

There are however some real possibilities for the sites.

The tourism industry in Swansea would seem to be largely car-based. Mumbles however cannot really take many more vehicles than already end up there. So nothing should be done which encourages more people to drive that far west. As a look at the whole promenade on almost any day in summer shows people walk, cycle etc. in large numbers. They also do this in the winter. They appear to enjoy it and this should be encouraged as a selling point for the whole city. No more parking spaces should be allocated as a result of whatever happens to these sites. This will retain the views etc. and the 'specialness' of the promenade zone. Not even 'developers' would want to drive around the Bay past one long car park, although they will probably be long gone by the time the rest of us notice the damage.

Taking the sites one by one:

- 1.1 The Sketty Lane car park might be improved by the addition of a restaurant of the same kind as Verdi's but smaller in area. I would concede that the loss of parking caused by this (to the extent, say, of e.g. at most ten vehicle spaces) could be made up at the edges of the site. The construction should not be used simply to add more parking to it. Such parking as there is should be screened by tree planting. Whatever is built should not encroach on the former railway line. The area is very susceptible to erosion and no chances should be taken with this. Use the existing landward parking area only.
- 1.2 Blackpill Lido already fulfils a useful function and it would seem as if the parking and refreshment facilities there are up to the task. Young families especially may be attracted by the fact that this represents an economic day

out. Nothing should be done except minor 'tidying-up' which will not interfere either with the existing promenade or spoil the feeling of space the area gives. An open-air swimming pool (but one with no effect on the views) is a possibility but these almost always lose money so one will not satisfy the council's financial ambitions.

- 1.3 The provision for skateboarding in Swansea is (I am assured) very poor by comparison with other similar-sized settlements. It should be enlarged horizontally and provision made for athletes of the whole range of abilities. It may be worth thinking about installing pay-as-you-go lighting, electronically limited as to evening availability. It would be possible too to find a corner in which to put a small over-the-counter café using perhaps as a selling point non-plastic packaging containing 'healthy' products and so on. Again, no provision should be made for parking other than perhaps a scheme such as that suggested in 1.4 below. Skaters by and large are young and ingenious; they will find their own way to the ramps as they do now. Cycle locking facilities would help and can be provided immediately at little cost. (The same goes for the rest of the promenade. Do it now!)
- 1.4 The land west of the West Cross Inn may be used for car parking for re-charging electric vehicles only. Thought should be given to the kind of provision made in e.g. Dundee or (I think) Milton Keynes where a semi-circular array of solar panels is used to charge vehicles parked underneath. There would inevitably be some loss of visual amenity, but this could be offset by tree-planting to the north-east to north-west (landward) sides to screen the area. Electric cars are of course almost silent, so there will be no serious noise pollution. (The current provision in Swansea for electric vehicle charging is frankly pathetic. One rapid charger on the M4, one public fast charger in Llansamlet, and a group of some 5/6 private, mostly inaccessible, fast/slow chargers elsewhere. If the city wishes to attract visitors the city fathers would do well to look at what happens in Scotland or Ireland.)
- 1.5 This is the most intractable of all the sites. As far as I am aware, all of the Langland tennis courts are still managed by the city council. They have been well-used in the past but no doubt have incurred costs in term of maintenance, booking, supervision etc. But they are relatively inaccessible and should only be used for some kind of sporting or like specialist small-court activity. Maintenance costs whatever is put there are inevitable, but it should be possible to improve the situation (booking and charging etc.) via the internet. Make admission to the courts via electronically-operated gates. The area is well-provided for in terms of cafes and restaurants and there is no evidence that more are needed. While changing facilities, hot showers, and so on are necessary (and again can be charged-for electronically), any kind of larger scale building on the site would adversely alter its character, as would provision for more car parking.

Taken together, these suggestions allow for an increase in tourist trade in the promenade zone. Different age- and interest-groups would be provided for – families with children, teenagers, older people (who are to a degree already provided for). The key is the outdoors, and, with global warming as a given, these suggestions seem

viable. Unfortunately, there is little or no chance of serious profit-making from the promenade without the kind of thing that is going on at Mumbles Head: permanent damage to an amenity with little or no gain to the city. At which point Swansea becomes a Bournemouth or a Brighton and its treasure is lost. Make and keep the prom unique.

More generally, but very much allied to the use of the promenade:

- 2.1 The council should give immediate and serious thought to creating family-only 'camping municipale' sites in the eastern approach to the city, in the city centre, or in e.g. Clyne woods. Small shops/bars on these would generate useful trade within the city – the sites could be leased to local businesses, accommodation being provided for supervisors on site (see too 2.2 below). These facilities could then be used as a base for exploring the city and promenade on foot or by cycling.
- 2.2 Provision should be made in the area for cycle hire. These facilities of course should be advertised. (It would be very advantageous if this were made part of a Wales-wide cycle-camping network using existing cycle routes with overnight stops of this kind at say 30 mile intervals. Something the City Council should put to our Government perhaps)
- 2.3 More parking should be made available in the Marina area and more made of the chosen site as the start point of a 'promenade adventure'. Few people would want to sit in the developing traffic jams on the Mumbles Road if there was a thought-through 'fun alternative'. A trip to the beach is all in a day's work to those of us who live here, but much, much more could be made of it for those who are not so fortunate.
- 2.4 With 2.3 in mind the current park and ride systems should be extended into the Marina area. It should be possible to provide services to go with this (bike hire, park and ride ticketing etc.) at this end point. There are still areas available for this: a general use multi-storey car park may be useful in this context.
- 2.5 Warning could be provided of the parking/traffic situation in Mumbles and on the Mumbles Road and incoming traffic encouraged at the same time to use a park-and-ride facility.
- 2.6 The café at St.Helens, with its attendant facilities, should be retained and improved always providing that building there is visually attractive and to a scale commensurate with the open space nature of the promenade. Some more provision may be made for customer parking but this should not be used as space for general parking such as that generated by the Guildhall.
- 2.7 It goes without saying that toilets and like basic amenities should be provided or re-established and that those which exist should not be closed at 5 (which may suit the city council but does not suit the public a large) which is what happens at the moment. Holidaymakers go to the beach in the mid-morning/early afternoon and often stay there well into the evening.

The tone of the Council's advertising of their intentions suggest that the need for 'development' of these sites is to a degree unavoidable, notwithstanding that most city residents who live along/within the coastal zone I suspect would rather things were left more or less as they are. But the best (indeed the only) way to make use of these sites is to include them within a larger plan for tourism in the city. There must be no repeating of the piecemeal pandering to commercial interests, to the kind of things represented by the vandalism at Mumbles Head and the 'taller than any in Cardiff'

foolishness of the Marina stump, which in the long term benefit no-one. Offer an accessible, reasonably-priced experience in a beautiful environment and we will all benefit.

Swansea Bay Foreshore Group

Response to Swansea Council Consultation on Seafront Sites

- ❖ What we have today
 - Iconic views from the road as you drive from the centre of Swansea to Mumbles and back the other way.
 - A feeling of being by the sea and in the country at the same time as you walk or cycle along the promenade between the centre of Swansea and Mumbles
 - Access to a multi purpose green space currently used for dog walking, picnics and the siting of memorial benches and trees.

- ❖ What do the Council want
 - To raise income from the sites
 - To provide more amenities for residents and visitors by utilising the sites

- ❖ Issues to consider
 - Small scale commercial developments (eg. Café, bike hire etc) will raise very little from an annual rent
 - Poorly sited commercial developments will detract from the iconic views
 - Poorly sited commercial developments will damage existing businesses and ultimately not increase the provision of amenities
 - Car parking provision must be adequate or businesses will fail. Key currently successful businesses (Verdi's, Castlemare, Langland Brasserie, Oyster Wharf) all benefit from large car parks.
 - Current traffic congestion problems will increase
 - Over-commercialisation or intrusive built development will damage the fabric of the attractiveness of the area which attracts visitors in the first place.

- ❖ Questions and Comments
 - What additional amenities are actually needed/ wanted
 - Why have such amenities not already been provided by the private sector if they would be commercial viable in the long term
 - Mumbles has many entrepreneurial businesses- some successful, some not so successful – but wherever a gap in the market is spotted someone will have a go at filling it.
 - The large number of residents and visitors means any new business is virtually guaranteed an initial footfall and then it is up to what the business has to offer
 - The Council does not generally need to intervene in that business model.
 - Where the Council can offer attractive locations then obviously that potentially means they could obtain a reasonable rental income although outside the mainstream tourist locations new businesses may well require some Council start up help – thus delaying any net financial benefit to the Council.

- ❖ Concerns
 - Commercial developments along the foreshore would potentially be either too small to generate serious income for the Council or too large to be visually acceptable. All would probably need additional parking provision.

- Non-commercial developments (Skate Board Park ?) would be expected to be provided from public funds probably free of charge and so would generate little or no income for the Council.
- Development of some of the sites will inevitably lead to a negative environmental impact.
- Potential future flooding due to rising sea levels associated with climate change may create long term issues at some of the sites.

❖ Conclusions

- Some of the sites suggested by the Council would be much less visually damaging than others if they had sympathetic development.
- The area at the bottom of Sketty Lane could accommodate extra parking and some small low rise development without impacting adversely on the area.
- The Blackpill site could be improved to increase the amenities available for families, particularly with smaller children, without any significant adverse impact.
- The current skate board ramp area could be enhanced again without a significant adverse impact providing no car parking provision was required close by.
- The site adjacent to the West Cross Inn could not really be developed commercially without a fairly major adverse impact on the area and potentially on local businesses. It is immediately adjacent to the West Cross Inn and close to other businesses on the foreshore path and opposite the West Cross Inn. Parking is severely limited and the area has been effectively a memorial park/village green for many years.
- The Langland tennis court site may be able to be developed without too much of an adverse impact on the area but this would depend entirely on what was proposed and how it impacted on existing businesses.
- A more general point is that perhaps some thought should be given to the possibility of widening the promenade, particularly where congestion and cycling/walking conflict is creating health and safety concerns.

❖ Improvement Suggestions - whilst we began as a West Cross focussed group a number of residents from other foreshore areas have joined us but we have concentrated our improvement thinking so far on the site adjacent to the West Cross Inn

- Provision of picnic tables
- Provision of a concentrated outdoor gym
- Use of the site by schools/parents/carers for outdoor learning and exercise with groups associated with the West Cross Inn and the Ripples Café
- Use of the area by personal trainers
- Provision of a small scale amphitheatre – sketches attached

We are keen to discuss our comments and suggestions with the Council and hope that we can arrange to do that over the next few weeks.

PAVEMENT

TO SWANSEA

TO MUMBLES

KEEB LEVEL AIL TO REMAIN AS EXIST.

TREES TO REMAIN AS EXISTING

SKETCH PLAN OF AUDITORIUM CONCEPT

WEST CROSS FORESTORE

WEST CROSS PUBLIC HOUSE

WIDTH OF BANK TO ALLOW TO GO UP SLOPE & ACCESS TIER

TIER 1 LEVEL WITH TOP OF BANK

TIER 3

TIER 2

TIER 1 GRASS

PERFORMANCE AREA

POSS. SITE FOR RELOCATED BENCHES

PROMENADE TO REMAIN AS EXISTING

SEA WALL TO REMAIN AS EXISTING VERGE

MARKING

PAVEMENT

MUMBLE ROAD

EXISTING TREES
TO REMAIN

SIGHT LINES AS PER
AUDITORIUM
STEPS/
TERRACES.

EXISTING TOP
LEVEL OF GRASS TO
REMAIN AS EXISTING
TO ENSURE VIEW IS
UNIMPEDED

TERRACES TO
CURVE ROUND &
BECOME INTEGRATED
WITHIN EXISTING SLOPE
TO LEFT & RIGHT OF
GRASS AUDITORIUM

PERFORMANCE
AREA. GRASS
TO BE MOWN.

STEPS/SEATING
LEVELS CURVED
ROUND TO
LOOSE EDGES.

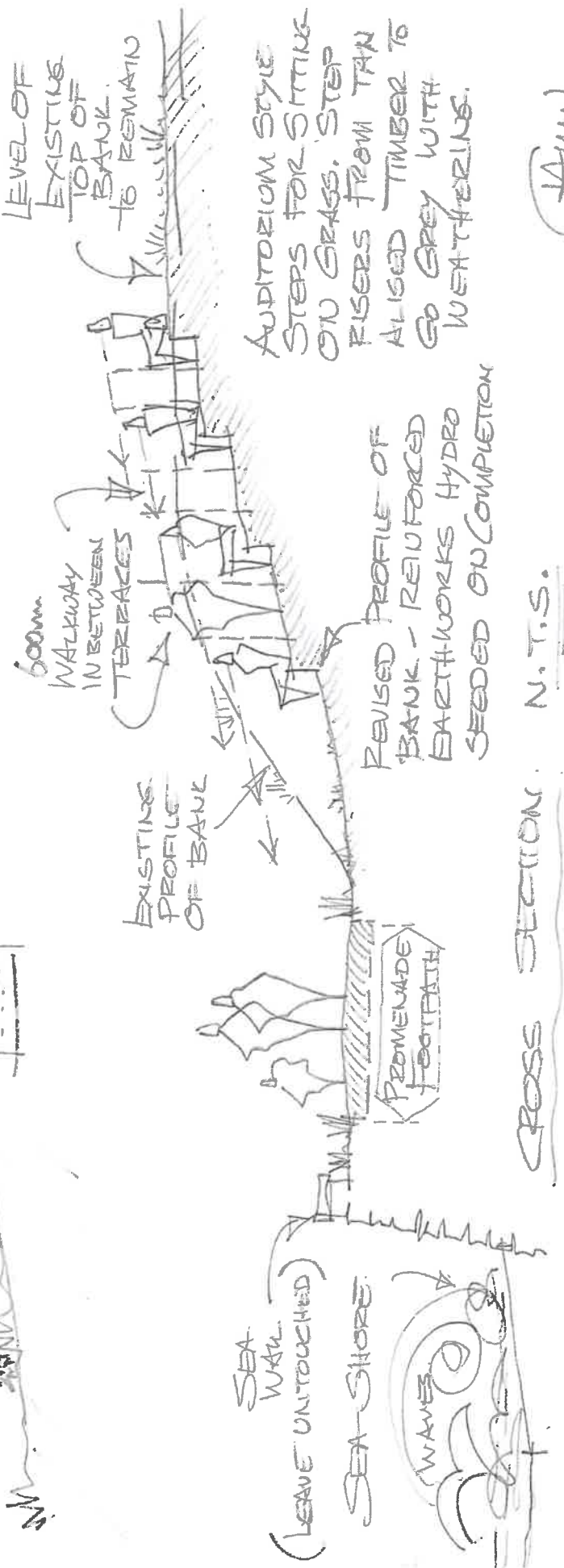
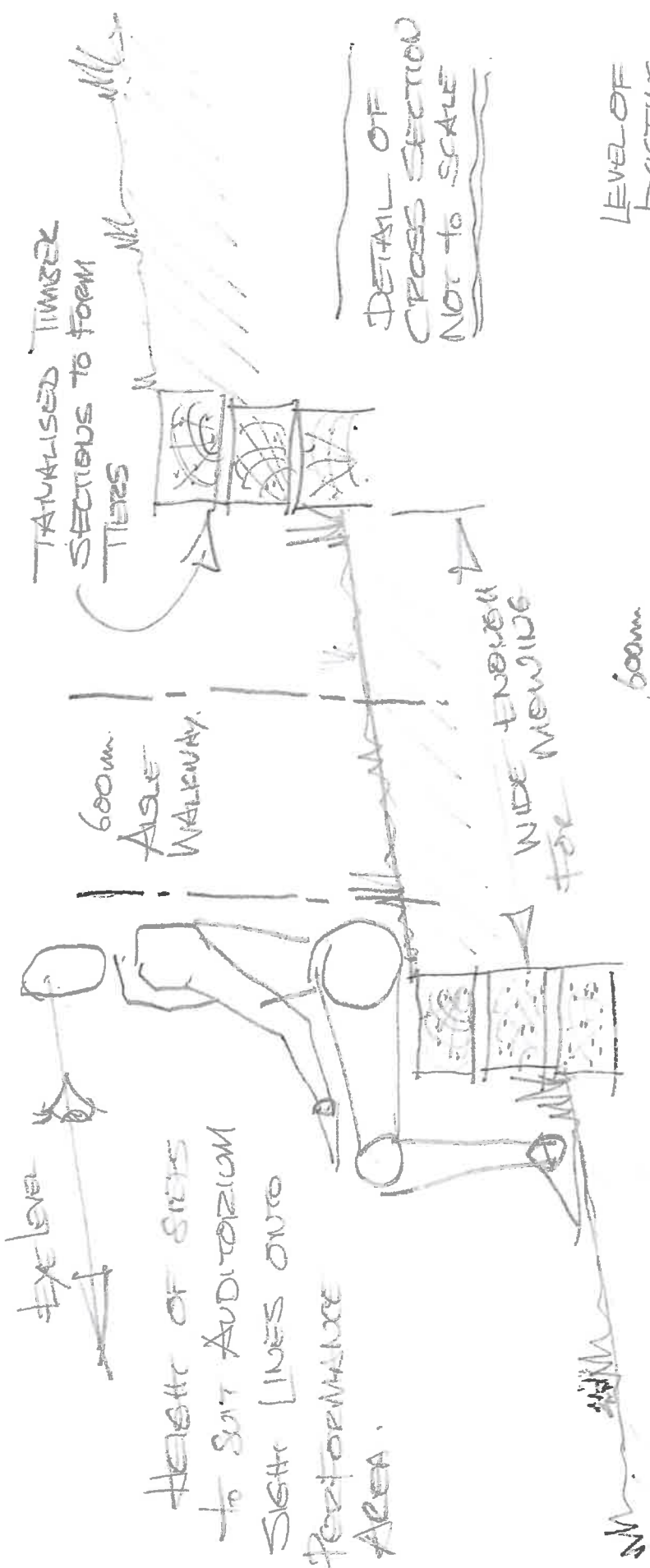
BENCHES
BE
LOCATED
TO CURVE

REMADE
PATH TO
REMAIN
AS EXISTING

SEA WALL TO
REMAIN AS EXISTING

* AXONOMETRIC
SKETCH OF
AUDITORIUM CONCEPT
WEST CROSS FOREST

AMIN
KHALE



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Directorate: Place

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Service/ Function	Policy/ Procedure	Project	Strategy	Plan	Proposal
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(b) Please name and describe below

Possible Development of the site known as Blackpill Lido is to be investigated further with the creation of some potential design briefs with a view to marketing in 2020 if appropriate.

Q2(a) WHAT DOES Q1a RELATE TO?

Direct front line
service delivery

Indirect front line
service delivery

Indirect back room
service delivery

(H)

(M)

(L)

(b) DO YOUR CUSTOMERS/CLIENTS ACCESS THIS...?

Because they
need to

Because they
want to

Because it is
automatically provided to
everyone in Swansea

On an internal
basis
i.e. Staff

(H)

(M)

(M)

(L)

Q3 WHAT IS THE POTENTIAL IMPACT ON THE FOLLOWING...

	High Impact (H)	Medium Impact (M)	Low Impact (L)	Don't know (H)
Children/young people (0-18) →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Any other age group (18+) →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender reassignment →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Marriage & civil partnership →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy and maternity →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or (non-)belief →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sex →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Welsh Language →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Carers (inc. young carers) →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Community cohesion →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Equality Impact Assessment Screening Form

Q4 HAVE YOU / WILL YOU UNDERTAKE ANY PUBLIC CONSULTATION AND ENGAGEMENT RELATING TO THE INITIATIVE?

- YES NO (If NO, you need to consider whether you should be undertaking consultation and engagement – please see the guidance)

If yes, please provide details below

The public were invited to “have their say” about any potential development of the Mumbles Foreshore and this site was included in that exercise. The responses are detailed in the report and any development will need further investigation and planning permission where the public will be able to put forward their opinions on a more specific proposal.

Q5(a) HOW VISIBLE IS THIS INITIATIVE TO THE GENERAL PUBLIC?

High visibility
 (H)

Medium visibility
 (M)

Low visibility
 (L)

**(b) WHAT IS THE POTENTIAL RISK TO THE COUNCIL’S REPUTATION?
(Consider the following impacts – legal, financial, political, media, public perception etc...)**

High risk
 (H)

Medium risk
 (M)

Low risk
 (L)

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

- Yes No **If yes, please provide details below**

Programme relates to Building Capital Maintenance Works in Authority buildings

Q7 HOW DID YOU SCORE?

Please tick the relevant box

MOSTLY H and/or M → HIGH PRIORITY → EIA to be completed
Please go to Section 2

MOSTLY L → LOW PRIORITY / NOT RELEVANT → Do not complete EIA
Please go to Q8 followed by Section 2

Q8 If you determine that this initiative is not relevant for a full EIA report, you must provide adequate explanation below. In relation to the Council’s commitment to the UNCRC, your explanation must demonstrate that the initiative is designed / planned in the best interests of children (0-18 years). For Welsh language, we must maximise positive and minimise adverse effects on the language and its use. Your explanation must also show this where appropriate.

The recommended next steps involve further investigation which will include more detailed consideration of any possible Equality Impacts. This is not the appropriate stage to carry out any detailed assessments as there is not enough detail available about the proposal for any meaningful investigation to take place.

Equality Impact Assessment Screening Form

Section 2

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Name: Lewis Hinds
Job title: Client Services Manager
Date: 22.10.2019
Approval by Head of Service:
Name: Geoff Bacon
Position: Head of Property
Date: 07/11/19

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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(b) Please name and describe below

Potential Development of Part of Langland Bay Tennis Courts. It is proposed that an opportunity to develop this site is put to the open market. All proposals will then be considered and any equality impacts considered in further detail.

Q2(a) WHAT DOES Q1a RELATE TO?

Direct front line
service delivery

Indirect front line
service delivery

Indirect back room
service delivery

(H)

(M)

(L)

(b) DO YOUR CUSTOMERS/CLIENTS ACCESS THIS...?

Because they
need to

Because they
want to

Because it is
automatically provided to
everyone in Swansea

On an internal
basis
i.e. Staff

(H)

(M)

(M)

(L)

Q3 WHAT IS THE POTENTIAL IMPACT ON THE FOLLOWING...

	High Impact (H)	Medium Impact (M)	Low Impact (L)	Don't know (H)
Children/young people (0-18)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Any other age group (18+)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender reassignment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Pregnancy and maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or (non-)belief	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Poverty/social exclusion	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Carers (inc. young carers)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Community cohesion	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Equality Impact Assessment Screening Form

Q4 HAVE YOU / WILL YOU UNDERTAKE ANY PUBLIC CONSULTATION AND ENGAGEMENT RELATING TO THE INITIATIVE?

YES NO (If NO, you need to consider whether you should be undertaking consultation and engagement – please see the guidance)

If yes, please provide details below

The public were invited to “have their say” about any potential development of the Mumbles Foreshore and this site was included in that exercise. The responses are detailed in the report and any potential development will undergo further investigation. Further detailed consideration of possible equality impacts will be undertaken after the property has been advertised on the open market and will form part of the process to select a successful bidder. Planning permission will also be required for any project which will give the public the opportunity to put forward their opinions on a more specific proposal.

Q5(a) HOW VISIBLE IS THIS INITIATIVE TO THE GENERAL PUBLIC?

High visibility <input type="checkbox"/> (H)	Medium visibility <input checked="" type="checkbox"/> (M)	Low visibility <input type="checkbox"/> (L)
---	--	--

(b) WHAT IS THE POTENTIAL RISK TO THE COUNCIL’S REPUTATION?
(Consider the following impacts – legal, financial, political, media, public perception etc...)

High risk <input type="checkbox"/> (H)	Medium risk <input checked="" type="checkbox"/> (M)	Low risk <input type="checkbox"/> (L)
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Q6 Will this initiative have an impact (however minor) on any other Council service?

Yes No **If yes, please provide details below**

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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(b) Please name and describe below

Possible Development of Land known as the Skate Ramp at Blackpill either into an enlarged improved Skating facility free to use for all paid for by Mumbles Community Council (Subject to Planning) or some other form of development subject to planning.

Q2(a) WHAT DOES Q1a RELATE TO?

Direct front line
service delivery

(H)

Indirect front line
service delivery

(M)

Indirect back room
service delivery

(L)

(b) DO YOUR CUSTOMERS/CLIENTS ACCESS THIS...?

Because they
need to

(H)

Because they
want to

(M)

Because it is
automatically provided to
everyone in Swansea

(M)

On an internal
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(L)

Q3 WHAT IS THE POTENTIAL IMPACT ON THE FOLLOWING...

	High Impact (H)	Medium Impact (M)	Low Impact (L)	Don't know (H)
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Disability →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Sex →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual Orientation →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Welsh Language →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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YES NO (If NO, you need to consider whether you should be undertaking consultation and engagement – please see the guidance)

If yes, please provide details below

The public were invited to “have their say” about any potential development of the Mumbles Foreshore and this site was included in that exercise. The development of a skate park was not specifically mentioned but Mumbles Community Council have publicised their intention to provide a new skate park in this location so there were a number of responses supporting this proposal along with some objections. Further investigation is needed into the proposed development as proposed in the report. Furthermore any change in the site will be subject to planning where the public will have an opportunity to put forward any support or objection on a more specific basis. Any other form of development would be subject to further review and would also require planning permission.

Q5(a) HOW VISIBLE IS THIS INITIATIVE TO THE GENERAL PUBLIC?

High visibility <input checked="" type="checkbox"/> (H)	Medium visibility <input type="checkbox"/> (M)	Low visibility <input type="checkbox"/> (L)
--	---	--

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High risk <input type="checkbox"/> (H)	Medium risk <input checked="" type="checkbox"/> (M)	Low risk <input type="checkbox"/> (L)
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Q6 Will this initiative have an impact (however minor) on any other Council service?

Yes No If yes, please provide details below

Q7 HOW DID YOU SCORE?

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(b) Please name and describe below

Potential Development of Land at Sketty Lane Car Park is to be investigated further with the creation of potential design briefs with a view of bringing to market sometime in 2020 if appropriate.

Q2(a) WHAT DOES Q1a RELATE TO?

Direct front line service delivery	Indirect front line service delivery	Indirect back room service delivery
<input type="checkbox"/> (H)	<input checked="" type="checkbox"/> (M)	<input type="checkbox"/> (L)

(b) DO YOUR CUSTOMERS/CLIENTS ACCESS THIS...?

Because they need to	Because they want to	Because it is automatically provided to everyone in Swansea	On an internal basis i.e. Staff
<input type="checkbox"/> (H)	<input checked="" type="checkbox"/> (M)	<input type="checkbox"/> (M)	<input type="checkbox"/> (L)

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 (H)

Medium visibility
 (M)

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

Yes No **If yes, please provide details below**

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Q8 If you determine that this initiative is not relevant for a full EIA report, you must provide adequate explanation below. In relation to the Council’s commitment to the UNCRC, your explanation must demonstrate that the initiative is designed / planned in the best interests of children (0-18 years). For Welsh language, we must maximise positive and minimise adverse effects on the language and its use. Your explanation must also show this where appropriate.

The recommended next steps involve further investigation which will include more detailed consideration of any possible Equality Impacts. This is not the appropriate stage to carry out any detailed assessments as there is not enough detail available about the proposal for any meaningful investigation to take place.

Equality Impact Assessment Screening Form

Section 2

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 – no electronic signatures or paper copies are needed.

Screening completed by:
Name: Lewis Hinds
Job title: Client Services Manager
Date: 22.10.2019
Approval by Head of Service:
Name: Geoff Bacon
Position: Head of Property
Date: 07/11/19

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

PIN Notice

Submission from West Cross Councillors Mark Child and Des Thomas

We welcome the Council's invitation for people to submit ideas on how to make the most of the fantastic promenade we have in Swansea, between the marina and Mumbles Head. It is a great natural asset, and the more people that enjoy it the better. We will focus our comments on the stretch of the promenade in West Cross, and close to it, but we feel many of our comments are applicable for the whole length.

Together we have consistently tried to protect the space between Mumbles Road and the sea in West Cross for the whole period we have represented the ward. The old Council policy of buying up and knocking down all buildings on this stretch was right, and although it became too costly to implement and so fell, the preservation of the character of the journey between Mumbles and Blackpill remained very important; providing unique, prestigious and beautiful views out over the bay, often through trees. Indeed, it is one of the iconic views of Swansea. There is no such things as an individual right to a view, however the public view does have value in planning terms, and this has been re-enforced in various planning appeals over the years. To substantially build on this current open space, which is attractive in its own right and gives access to vistas across the bay to Mumbles, Swansea and beyond would be probably be determined as detrimental to the public enjoyment.

In planning terms we have resisted, with varying degrees of success, all new houses proposed along this area, and virtually all extensions of existing ones so as not to allow encroachment on the open views.

This does not mean we are against any change. We supported the establishment of a skate park, and have supported bulb and tree planting, and been forthright in our condemnation of the wonton vandalism to trees that has sadly occurred occasionally.

- We would support changes that increased the quality of the views, the facilities available to people enjoying the promenade, and actions to increase accessibility and use of this area.
- We could consider widening the path or separating it in to two paths to avoid the occasional clashes between pedestrian and cyclists.
- Sensitive lighting of the promenade would increase its use by walkers, joggers and cyclists in the evening and early morning, particularly in winter. This lighting could be time limited, say come on at 06:00 in the morning and off no later than 00:00t at night. It would be solar powered so requiring no ground works; it could be movement sensitive, so only come on when people are passing. It should also be low level, shining on the path, and not high level lighting up a wider area.
- Other facilities such as a drinking fountain for runners and cyclists, and something for dogs too would be welcome.
- The removal of a number of the proliferation of benches that clutter the front would also be welcome.
- We would consider works of art at strategic positions along the promenade.
- The proposed expansion of skateboarding facilities is very welcome. We supported the original installation. This was not universally popular, but it has proved a very welcome facility, encouraging young people to be active in the open air. Acts of vandalism have been rare and minor, and many have had great enjoyment. The only issue is the limit of the facility causing overflow

occasionally on to the promenade itself. It is past time an expanded skatepark was added, to become a feature and attraction on Swansea Bay.

- Other facilities such as a basketball hoop, a BMX track, sensitively sited, may well be supported too.
- There may also be sites suitable for pop up food, not burger vans, but along the lines of the successful seafood van at Southend.
- Additional tree planting would enhance the area. The most iconic view is through the pine trees towards Mumbles. More pine trees on patches where there are few or none currently would add to the beauty of this area. It is also a concern that many of the trees are of a similar age and so may die at a similar time. With no younger ones being planted, the view may go for future generations. We feel that despite the criminal damage that has occurred to trees, particularly new trees, there is a duty to do all we can to plant so the views are protected, enhanced and expanded.
- The bulb planting adds greatly in the spring and there are areas where this could also be expanded.
- An additional Santander bike site, perhaps near the West Cross Inn would also be welcomed.

Alongside the type of additions and changes we may support, there are others that we are unlikely to support, many of which may also draw significant objections from the local community and some from much wider. As already stated, the seafront along Swansea Bay is a fantastic asset and because of this, it is much valued by many people.

- It would be consistent with previous actions for us to be against selling any land for housing, flats, or any other type of accommodation. This would be denying the public an element of the great views and environment for the benefit of a few very rich people.
- Within the West Cross section is the West Cross Inn and Ripples café and ice-cream parlour, and close by either side are the many restaurants, cafes and pubs in Mumbles, and then the Junction and the Subway at Blackpill. . To build more commercial premises at this point could significantly change the nature of the promenade, to its detriment.
- Parking can be an issue locally, particularly at big events like the Air Show and the Raft Race, which as lead residents of streets adjacent to Mumbles Road request and sometimes acquire restrictions on parking of access. However, we do not believe changing any of this area to car parking is the answer, of anywhere else locally. The answer is not catering for more and more cars, it is for better public transport, cycling, walking, and attempting to reduce car use.

In summary, we agree that the Promenade along Swansea Bay is a fantastic asset for Swansea, its residents and visitors. We agree that there may be many ways that the promenade could be improved to provide greater access, enjoyment and enhance its appearance, and welcome Swansea Council seeking ideas. We have some suggestions for in and around the West Cross section of the promenade, we hope you find useful. We also hope that in recognising it's value, the Council realises the construction of any significant building for whatever purpose in this section would likely be detrimental to this asset.

Cllr Mark Child and Cllr Des Thomas

E Petition Link

https://www.change.org/p/swansea-city-council-save-the-iconic-swansea-bay-gower-for-the-people-to-continue-to-enjoy-before-it-s-gone-8b00edfe-2b1a-43cd-bf63-cbed1e3f2fcc?recruiter=844583114&utm_source=share_petition&utm_medium=facebook&utm_campaign=share_petition&utm_term=share_petition&recruited_by_id=6944b420-e711-11e7-be19-7df1f70510a3&utm_content=fht-15463525-en-gb%3Av2

(please copy and paste this link into your own browser to view the contents)