



## City and County of Swansea

### Notice of Meeting

You are invited to attend a Meeting of the

## Scrutiny Programme Committee

**At:** Remotely via Microsoft Teams

**On:** Tuesday, 19 January 2021

**Time:** 4.00 pm

**Chair:** Councillor Peter Black CBE

#### Membership:

Councillors: C Anderson, J E Burtonshaw, M C Child, E W Fitzgerald, J A Hale, D W Helliwell, T J Hennegan, P K Jones, W G Lewis, G J Tanner, W G Thomas and T M White

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

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

**Watch Online:** <http://bit.ly/2KNHVWT>

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

### Agenda

	Page No.
<b>1 Apologies for Absence.</b>	
<b>2 Disclosures of Personal &amp; Prejudicial Interest.</b> <a href="http://www.swansea.gov.uk/disclosuresofinterests">www.swansea.gov.uk/disclosuresofinterests</a>	
<b>3 Prohibition of Whipped Votes and Declaration of Party Whips.</b>	
<b>4 Minutes.</b> To approve and sign the Minutes of the previous meeting(s) as a correct record.	1 - 5
<b>5 Public Question Time.</b> Questions must be submitted in writing, no later than noon on the working day prior to the meeting. Questions must relate to items on the agenda. Questions will be dealt with in a 10 minute period.	

<b>6</b>	<b>Cabinet Member Question Session: Leader and Cabinet Member for Economy, Finance &amp; Strategy (Councillor Rob Stewart).</b>	<b>6 - 31</b>
<b>7</b>	<b>Pre-Decision Scrutiny: Proposed Lease to Mumbles Community Council under the Community Asset Transfer Policy.</b>	<b>32 - 346</b>
	a) Role of the Committee.	
	b) Consideration of Cabinet Report and Questions.	
	c) Committee's View for Cabinet.	
<b>8</b>	<b>Membership of Scrutiny Panels and Working Groups.</b>	<b>347 - 348</b>
<b>9</b>	<b>Scrutiny Work Programme 2020/22.</b>	<b>349 - 375</b>
	Discussion on:	
	a) Committee Work Plan.	
	b) Opportunities for Pre-Decision Scrutiny.	
	c) Progress with Scrutiny Panels and Working Groups.	
<b>10</b>	<b>Scrutiny Letters.</b>	<b>376 - 386</b>
<b>11</b>	<b>Date and Time of Upcoming Panel / Working Group Meetings.</b>	<b>387</b>

**Next Meeting:** Tuesday, 16 February 2021 at 4.00 pm

*Huw Evans*

**Huw Evans**  
**Head of Democratic Services**  
**Wednesday, 13 January 2021**

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**Contact: Democratic Services - Tel (01792) 636923**



# Agenda Item 4



City and County of Swansea

## Minutes of the **Scrutiny Programme Committee**

Remotely via Microsoft Teams

Tuesday, 15 December 2020 at 4.00 pm

**Present:** Councillor P M Black (Chair) Presided

### **Councillor(s)**

C Anderson  
E W Fitzgerald  
T J Hennegan  
G J Tanner

### **Councillor(s)**

J E Burtonshaw  
J A Hale  
P K Jones  
W G Thomas

### **Councillor(s)**

M C Child  
D W Helliwell  
W G Lewis  
T M White

### **Statutory Co-opted Member(s)**

D Anderson-Thomas      A Roberts

### **Councillor Co-opted Member(s)**

C A Holley      S M Jones  
P R Hood-Williams      L R Jones

### **Also present**

Councillor Andrea Lewis	Joint Chair of Swansea Public Services Board
Councillor Clive Lloyd	Former Chair of Swansea Public Services Board
Roger Thomas	Deputy Chief Fire Officer, Mid & West Wales Fire & Rescue Service / Vice Chair of the Public Service Board
Cherrie Bija	Public Services Board Scrutiny Co-optee

### **Officer(s)**

Adam Hill	Deputy Chief Executive / Director of Resources
Kate Jones	Democratic Services Officer
Brij Madahar	Scrutiny Team Leader
Pamela Milford	Lead Lawyer

### **Apologies for Absence**

Councillor Co-opted Members: J W Jones

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#### **14 Disclosures of Personal & Prejudicial Interest.**

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

#### **15 Prohibition of Whipped Votes and Declaration of Party Whips.**

In accordance with the Local Government (Wales) Measure 2011, no declarations of Whipped Votes or Party Whips were declared.

**16 Minutes.**

**Resolved** that the Minutes of the Scrutiny Programme Committee held on 17 November 2020 be approved and signed as a correct record.

**17 Public Question Time.**

There were no public questions.

**18 Scrutiny of Swansea Public Services Board.**

The Chair presented the report on 'Scrutiny of Swansea Public Services Board' and welcomed Councillor Andrea Lewis, Councillor Clive Lloyd, Roger Thomas, Adam Hill and Cherrie Bija who were all present for the consideration of this item.

Councillor Clive Lloyd, former Chair of Swansea Public Services Board, presented the Swansea Public Services Board Annual Report 19/20 and highlighted the following:

- Governance Review & New Structure
- Working towards a more co-production methodology
- Establishing 4 key objectives -
  1. Early Years
  2. Live Well, Age Well
  3. Working with Nature
  4. Strong Communities
- Embedding the four objectives into Public Service Board organisations and their daily business
- Ability to respond and work together on key issues as they arise e.g. community safety and critical incident groups on county lines
- Impact of Covid-19 - no formal meeting of the Public Services Board during the first lockdown, but there was an excellent regional response and co-working during the pandemic
- Consideration of more regional Public Service Board

Councillor Andrea Lewis, current Chair of the Public Services Board, outlined some areas of progress since taking over as Chair

- Established 3 priority areas post Covid-19
  1. City for Wellbeing and Wildlife
  2. Green Climate Change Agenda
  3. County Lines, substance Misuse & Anti-Social Behaviour
- Climate Change Charter to be presented to the Public Services Board to encourage partner organisations to sign up to the Charter
- Commonality and co-working on regional issues such as substance misuse

Adam Hill, Deputy Chief Executive, noted that the regional relationships and networks built as part of the Public Services Board enabled a better response to the

Covid-19 pandemic. He also highlighted some key areas of progress across the 4 well-being objectives:

- Early Years – SKIP Meithrin, 30 Hour funded childcare officer, Non Flying Start training, Best Start campaign
- Live Well, Age Well – Big Conversation County-wide Forums
- Working with Nature – Green Infrastructure engagement events, Urban Tree Planting Scheme, Swansea Environmental Forum and Environmental Centre
- Stronger Communities – improvements to the High Street as well as key responses and joint working on criminality, anti-social behaviour, county lines, substance misuse, street sex working and exploitation of vulnerable people and public realm

Questions and discussions focussed on the following:-

- Remit of the Public Services Board
- Delivery of well-being objectives
- Some examples of improvements / initiative implemented – regular patrol vans on High Street, needle exchange programme, SWAMP project, food parcels to most vulnerable during Covid-19, clean-up campaign for shops and retail units, improvement of housing on High Street, responses to anti-social behaviour, urban tree planting, men's sheds, funding secured for fire-breaks on Kilvey Hill, childcare offers and Flying Start.
- Critical Incidents Group and joint working on issues requiring a swift response
- Difficulty of meeting long term goals and delivering on ambitions with financial challenges and political change
- Exploring regional Public Services Boards to avoid duplicating work for organisations that work across a number of Public Services Boards
- Structure of partnership working during Covid-19
- Work around improving children's readiness to attend school – ability to monitor and measure progress
- Performance measurement and management arrangements to evidence the difference the Public Service Board is making
- Difficulty in measuring impact of certain actions particularly long term and when dealing with more qualitative outcomes and also where need to consider negative quantitative outcomes e.g. what didn't happen as a result of an action / initiative
- Issues of funding and stretched resources in partner organisations – usefulness of pooled budgets if they were to be available

The Chair thanked Councillor Clive Lloyd, Councillor Andrea Lewis, Roger Thomas and Adam Hill.

**Resolved** that the Chair of the Scrutiny Programme Committee write to the Public Service Board, reflecting the discussion and sharing the views of the Committee.

**19 Scrutiny Performance Panel Progress Reports: Education (Councillor Lyndon Jones, Convener)**

Councillor Lyndon Jones, Convener of the Education Scrutiny Performance Panel, presented a report on 'Education Scrutiny Performance Panel Update'. He specifically highlighted the following: -

- Ongoing concern regarding under performance of children receiving free school meals
- The Panel had sent a letter to all teachers and staff in the education department, thanking them for their work during the pandemic and implementation of blended learning for pupils
- Changes to the Panel's Work Plan so as not to add too much additional work to those who are dealing with Covid-19, given current pressures

The Committee discussed the need for the Panel to ask about the outcomes from the Pupil Development Grant and monitoring its impact locally.

**Resolved** that the update be noted.

**20 Membership of Scrutiny Panels and Working Groups.**

The Chair presented a report on 'Membership of Scrutiny Panels and Working Groups', following the agreement of a scrutiny work programme

**Resolved** that the membership of Panels and Working Group be approved as outlined in Appendix 1 of the report.

**21 Scrutiny Work Programme 2020/22.**

The Chair presented a report on the Scrutiny Work Programme 2020/22.

It was noted that the Work Programme would be subject to councillor / public requests received throughout the year. A public request had been received in respect of concerns regarding work on the bridleway works at Clyne Valley woods, which has been forwarded to the Cabinet Member for Environment Enhancement & Infrastructure Management to respond to. The Chair also mentioned public correspondence received with views relating to the upcoming cabinet report on the 'Proposed Lease to Mumbles Community Council under the Community Asset Transfer Policy', concerning the development of a new skate park. This report will be subject of pre-decision scrutiny at January's Committee meeting.

The Chair also referred to the inclusion of a small number of specific topics in the Committee work plan to ensure sufficient coverage of scrutiny across all cabinet portfolios and address any gaps in the overall work programme.

Work Plans for Scrutiny Performance Panels were provided for the Committee's awareness. It was noted that some Performance Panel work plans had been adjusted in order to support departments in dealing with Covid-19 and not create significant additional workload. The Convener of the Natural Environment

Performance Panel referred to the cancellation of a meeting planned for 14 December due to Covid-19 pressures affecting Cabinet member / officer attendance.

**Resolved** that the report be noted.

**22 Scrutiny Letters.**

The Chair presented a report on 'Scrutiny Letters' for information. This included correspondence with the Leader following discussion on COVID-19 response and recovery at November's Committee meeting.

**Resolved** that the scrutiny letters log be noted.

**23 Date and Time of Upcoming Panel / Working Group Meetings.**

The dates and times of the upcoming Panel / Working Group meetings were **noted**.

The meeting ended at 5.35 pm

**Chair**

# Agenda Item 6



## Report of the Chair

Scrutiny Programme Committee – 19 January 2021

### Cabinet Member Question Session

<b>Purpose:</b>	To enable the Committee to question Cabinet Members on their work. The Committee's questions will broadly explore Cabinet Members' priorities, actions, achievements and impact in relation to areas of responsibility.
<b>Content:</b>	The following Cabinet Member will appear before the Committee to participate in a question and answer session: a) Councillor Rob Stewart, Leader and Cabinet Member for Economy, Finance & Strategy
<b>Councillors are being asked to:</b>	<ul style="list-style-type: none"><li>• Question the Cabinet Member on relevant matters</li><li>• Make comments and recommendations as necessary</li></ul>
<b>Lead Councillor:</b>	Councillor Peter Black, Chair of the Scrutiny Programme Committee
<b>Lead Officer:</b>	Tracey Meredith, Chief Legal Officer
<b>Report Author:</b>	Brij Madahar, Scrutiny Team Leader Tel: 01792 637257 E-mail: <a href="mailto:brij.madahar@swansea.gov.uk">brij.madahar@swansea.gov.uk</a>
<b>Legal Officer:</b>	Debbie Smith
<b>Finance Officer:</b>	Paul Cridland

#### 1. Introduction

- 1.1 One of the most important roles that scrutiny carries out is holding the Council's Cabinet to account. The Scrutiny Work Programme enables this to happen in a number of ways through different scrutiny activities, including special Q & A sessions with Cabinet Members.
- 1.2 The Cabinet (also known as the Executive) is made up of the Leader and other councillors, appointed by the Leader, who are allocated specific portfolio responsibilities. There are 10 Cabinet portfolios:

	<b>Cabinet Portfolio</b>	<b>Cabinet Member</b>
1	Economy, Finance & Strategy (Leader of the Council)	Cllr Rob Stewart
2	Delivery & Operations (Joint Deputy Leader)	Cllr David Hopkins
3	Homes, Energy & Service Transformation (Joint Deputy Leader)	Cllr Andrea Lewis
4	Adult Social Care & Community Health Services	Cllr Clive Lloyd
5	Business Improvement & Performance	Cllr Andrew Stevens
6	Children Services	Cllr Elliott King
7	Education Improvement, Learning & Skills	Cllr Jennifer Raynor
8	Environment Enhancement & Infrastructure Management	Cllr Mark Thomas
9	Investment, Regeneration & Tourism	Cllr Robert Francis-Davies
10	Supporting Communities	Shared: Cllr Alyson Pugh Cllr Louise Gibbard

**NOTE:**

- All Cabinet Members have responsibility for Poverty Reduction
- Supporting Communities portfolio operates under a job share system with two Councillors sharing the responsibilities. The portfolio has been split into two specialist knowledge areas with each job share cabinet member dedicating their time to lead on specific areas with support from the other cabinet member. However, formally this remains as one cabinet portfolio. The sitting Cabinet Member has total responsibility for the whole Cabinet Portfolio during the rolling 3 month (approx.) period that they hold Office; however the workload in gathering information and learning will be shared.

1.3 By acting as a 'critical friend' scrutiny has the opportunity to challenge the Cabinet and individual cabinet members on their actions and performance in relation to their areas of responsibilities. Questions will focus on their priorities, actions, achievements and impact.

**2. Cabinet Member Question Session**

2.1 The following Cabinet Member will appear before the Committee:

- a) Councillor Rob Stewart, Leader of the Council and Cabinet Member for Economy, Finance & Strategy

2.2 The Cabinet portfolio responsibilities are set out below:

- Brexit & New Economic Relationships
- Capital Programme Delivery
- City Deal Delivery
- City Centre Redevelopment
- Communications
- Community Leadership
- Constitutional Changes
- Emergency Planning
- Finance Strategy, Budget & Saving Delivery
- Financial Services
- Future Digital Networks (City Deal)
- Legal Services
- Local & Regional Investment Strategy
- Planning Policy (Regional)
- Poverty Reduction
- Public Services Board (PSB)
- Recovery Plan Lead
- Regeneration Strategy & Major Projects
- Regional Working Lead (All Bodies)
- Strategic Partnerships
- Swansea Bay City Region Joint Committee - Chair
- Welsh Local Government Association (WLGA) – Deputy Leader
- WLGA Lead on Europe, Brexit, Economy & Energy
- WLGA representative to LGA

2.3 As Leader of the Council, Cllr. Stewart is responsible for:

- providing political leadership to the Council
- working with officers to lead the organisation
- appointing the Cabinet
- managing and leading the work of the Cabinet and chairing meetings
- delegation of executive functions that allow the Cabinet and Officers to make decisions and manage day-to-day delivery of Council Services, in line with the Council's overall policies and budget

### **3. Approach to Questions**

3.1 At the Cabinet Member Question Session the Committee will generally ask Cabinet Members about:

- relevant priorities / objectives (e.g. policy commitments), notable activities and achievements, improvement / impact made, and service user / public engagement.



- what they hope to achieve over the coming months and challenges, including any key decisions they plan take to Cabinet over the next year.
  - reflections on their engagement with scrutiny and whether there is any issue relevant to their portfolio that they would suggest for scrutiny, not otherwise covered in the work programme – to ensure scrutiny activity is aligned to priorities and focussed on the right things.
- 3.2 In terms of themes that cut across all cabinet portfolios, the Committee is interested in asking Cabinet Members about:
- Well-being of Future Generations Act – impact on their work / decisions e.g. what they are doing to achieve the well-being goals and ways of working, e.g. focus on long-term thinking, collaboration / involvement etc.; any regional / collaborative working relevant to their portfolio responsibilities.
  - Public Services Board (PSB) – their relationship with the work of the PSB; how the PSB impacts on their portfolio and how it is making a difference etc.
  - Poverty Reduction – their contribution to the commitment to tackle poverty.
- 3.3 Cabinet Members will be invited to make introductory remarks before taking questions from the Committee. The Leader has provided a report on ‘headlines’ in relation to the portfolio to help the Committee focus on priorities, actions, achievements and impact - see **Appendix 1**. It focuses on current key areas of national and local significance.
- 3.4 Amongst key themes / questions from the Committee is the intention to ask about:
- Current COVID-19 impact, response and recovery
  - Brexit implications, preparedness and response
  - The Council budget
  - Partnership working (incl. the Great Western Gateway new economic partnership)
- 3.5 With reference to agreed Scrutiny Improvement Objectives the Committee should ensure the Q & A Session also enables it to:
- Follow up, where necessary, on progress with relevant Scrutiny Working Group recommendations to assess impact / outcomes
  - Raise any outstanding actions in respect of any other scrutiny activities / recommendations.
  - Ask about future key decisions so the Committee can identify any issues which they may want to discuss at an earlier stage than cabinet reporting.

- Encourage Cabinet Members to consider reporting to scrutiny / consulting on significant issues and planned decisions at an early stage to enable views of scrutiny to be taken.
- 3.6 Following each session the chair will write to Cabinet Members in order to capture the main issues discussed, views expressed by the Committee, and any actions for them to consider.
- 3.7 If the Committee wishes to conduct more detailed scrutiny of any of the issues raised during the Q & A session then this should be agreed through the normal work planning process and planned for a future meeting. This will also allow proper time for preparation.

#### 4. Previous Scrutiny

- 4.1 The correspondence following last year's Q & A session with the Leader (January 2020) is **attached**, and Committee Members may wish to follow up on previous discussion, which covered a variety of topics, including:
- Brexit
  - 5G Network Roll Out
  - Climate Emergency
  - National Park City Status
  - Foreshore Sites
  - Castle Square
  - Hafod Morfa Copperworks
  - Felindre Strategic Employment Site, and
  - Student Accommodation
- 4.2 The Scrutiny Programme Committee has also written to the Leader over the past year on the following:
- COVID-19 Emergency Surge Hospital - Pre-decision Scrutiny (Apr 2020)
  - Council Response to COVID-19 pandemic (Jun 2020)
  - Council's COVID-19 response and recovery planning (Jul 2020)
  - COVID-19 update (Sep 2020)
  - COVID-19 response and recovery (Dec 2020)
  - Public Services Board (Jan 2021)
- 4.3 The Committee may also wish to follow up, as necessary, on the Leader's engagement with relevant Scrutiny Panels / Working Groups over the past year and recommendations made.
- 4.4 The Committee should note the Leader is subject to scrutiny by a number of Performance Panels and should be careful to avoid duplication with these other scrutiny activities. The following Panels are in regular correspondence with the Leader / Cabinet Member and

over the past year he was written to about the following specific issues:

- Service Improvement & Finance Scrutiny Performance Panel:
  - Draft Budget Proposals (Jan 2020)
  - Annual Budget pre-decision scrutiny (Feb 2020)
  - Budget Monitoring; WAO Report on Use of Data (Mar 2020)
  - Q1 Budget Monitoring, Review of Revenue Reserves, Mid-Term Budget Statement (Nov 2020)
  
- Development & Regeneration Scrutiny Performance Panel:
  - Project Monitoring; Digital Village (Feb 2020)
  - Project Update (Oct 2020)
  - Project Monitoring; City Centre developments (Nov 2020)

Other:

Swansea Bay City Region Joint Scrutiny Committee:

The Leader has been held to account over the past year as current Chair of the Swansea Bay City Region Joint Committee. Meetings of the Joint Committee took place in January and October 2020.

## **5. Future Scrutiny**

5.1 The Committee should note that the Leader will be engaged in the following planned / future activity:

- Service Improvement & Finance and Development & Regenerations Scrutiny Performance Panels – the Leader will continue to be involved as Panels monitor and challenge relevant service delivery, policies and performance. This included pre-decision scrutiny of the Annual Budget taking place at the Service Improvement & Finance Panel meeting on 17 February.
- Swansea Bay City Region Joint Scrutiny Committee – next meeting scheduled for February.

## **6. Other Questions**

6.1 For each Cabinet Member Q & A Session the Committee invites members of the public and other scrutiny councillors (not on the Committee) to suggest questions. It is up to the Committee how to deal with any suggested questions within the Session.

6.2 On this occasion, the Committee has been requested by a councillor not on the Committee to raise the following:

- Emergency Planning – whether, in light of the current pandemic, a Joint Resilience Committee with Neath Port Talbot needs to be re-established? One that was held up as good practice previously by the Wales Audit Office. When the previous committee was in operation there were a number of serious incidents that took place e.g. Fforestfach Fire and Gleison Colliery disaster, which involved councillors and informed them of their roles and responsibilities. Many councillors may be unaware of the function of Emergency Planning and as councillors are best placed to represent their Wards, ask that the Leader consider setting up this committee?

## **7. Legal Implications**

7.1 There are no specific legal implications raised by this report.

## **8. Financial Implications**

8.1 There are no specific financial implications raised by this report.

**Background Papers:** None

### **Appendices:**

**Appendix 1:** Key Headlines: Economy, Finance & Strategy (Leader) Portfolio

**Appendix 2:** Previous Correspondence



## Report of the Cabinet Member for Economy, Finance and Strategy (Leader)

Scrutiny Programme Committee – 19<sup>th</sup> January 2021

### Key Headlines: Economy, Finance and Strategy (Leader)

**Purpose:** This report outlines notable activities and achievements in terms of ensuring the delivery of key priorities within the Economy, Finance and Strategy (Leader's) portfolio. It focuses on current key areas of national and local significance such as our response to the COVID-19 pandemic and recovery planning and the UK's departure from the Single Market and Customs Union (Brexit). The report also includes an update of the delivery of the Swansea Bay City Deal, the Council's budget and partnership working.

**Report Author:** Joanne Portwood

**Finance Officer:** Paul Roach

**Legal Officer:** Debbie Smith

#### For Information

### 1.0 The Portfolio for Economy, Finance and Strategy (Leader)

1.1 Key responsibilities within the portfolio include;

- Brexit & New Economic Relationships,
- Capital Programme Delivery,
- City Centre Redevelopment,
- City Deal Delivery,
- Communications,
- Community Leadership,
- Constitutional Changes,
- Emergency Planning,
- Finance Strategy, Budget & Saving Delivery,
- Financial Services,

- Future Digital Networks(City Deal),
- Legal Services,
- Local and Regional Investment Strategy,
- Planning Policy (Regional),
- Poverty Reduction,
- Public Service Board (PSB),
- Recovery Plan Lead,
- Regeneration Strategy & Major Projects,
- Regional Working Lead (All Bodies),
- Strategic Partnerships,
- Swansea Bay City Region Joint Committee – Chair,
- Welsh Local Government Association (WLGA) – Deputy Leader,
- WLGA Lead on Europe, Brexit, Economy & Energy,
- WLGA representative to LGA.

1.2 Owing to the breadth and scope of the Economy, Finance and Strategy portfolio, it is not the intention of this report to provide an update on *all* of the responsibilities within the Economy, Finance and Strategy portfolio. Instead, the report is designed to focus on current key areas of national and local significance such as our response to the COVID-19 pandemic and recovery planning and the UK's departure from the Single Market and Customs Union (Brexit). The report also contains an update on the delivery of the City Deal as a core element in our approach to local economic recovery from the COVID-19 pandemic and updates on the Council's budget and partnership working – as requested by the Scrutiny Programme Committee.

## **2.0 COVID-19 response and Recovery Planning**

2.1 The COVID-19 Pandemic has placed significant and unprecedented pressure on Council services, staff and citizens. During the 1<sup>st</sup> wave of the Pandemic more than 4,500 Council staff moved to work from home using digital technology. More than 520 members of staff were re-deployed / repurposed into essential/support services. Work focused on the rapid re-resign of Council services, supporting the NHS, expanding social care, supporting key workers and vulnerable people, providing additional help to homeless people, the development of the Test, Trace and Protect (TTP) service and meeting the cost of COVID.

2.2 One of our key achievements in terms of supporting the NHS and expanding social care was the construction of a 1000 bed field hospital at Swansea Bay Studios, in less than 90 days. We also recruited over 140 extra social care workers and commissioned 1500 extra hours for community care. Swansea Council also took the lead in terms of procuring and securing Personal Protective Equipment (PPE) for Neath Port Talbot Council and the Health Board region. We also provided PPE and support for care homes in the independent private sector and finally we led the development of the Trace and Protect element of TTP for the region.

- 2.3 In terms of supporting key workers, we worked with our schools to establish emergency childcare hubs in 60 school locations, within three days of the first lock down being announced. We worked with schools and our partners to develop a free school meals “grab and go” service, a food box delivery service and facilitated a BACs payment to support families with children who were eligible for free school meals.
- 2.4 The effects and impact of the COVID-19 pandemic have differed across our communities and vulnerable people have faced potentially the greatest risks and challenges. Over 8,500 residents were identified as part of the Shielding programme and we delivered more than 500 food boxes to shielded and vulnerable people every week during the first wave. We established a food supply and distribution network and supported the expansion of the food bank network in Swansea. We expanded the Local Area co-ordination network to cover all areas of Swansea and responded to over 20,000 enquiries and requests for help. We also established a medicine collection and delivery service, a volunteer shopping service and a dedicated helpline. In addition, we provided additional emergency accommodation for homeless people and additional support for 100 Asylum seekers and their families.
- 2.5 We have continued to respond to the 2<sup>nd</sup> wave of the Pandemic by managing the firebreak, protecting citizens, enforcing the rules and protecting businesses. Working with partners we have expanded and resourced the Test, Trace and Protect service to identify and advise contacts - within the context of a significant increase in the number of COVID-19 positive cases. Working on a regional basis with Swansea Bay University Health Board and Neath Port Talbot Council, we are continuing to plan for a mass vaccination programme and developing logistical arrangements to deliver vaccinations according to prioritisation criteria. We have developed a re-ablement service at Parkway, provided additional back office support for managers in Social Services to create more capacity for critical front line service delivery and continue to review the use of Field hospitals on a weekly basis.
- 2.6 We have continued to support businesses and the local economy by administering grant support to local businesses as quickly as possible and through capital investment. Swansea Council paid out the highest proportion of support grants (90%) to eligible businesses in the first two weeks of the firebreak, compared to all other Local Authorities in Wales. We have administered more than £100 million of grants to businesses during the pandemic. We have continued with our biggest ever capital investment programme and the regeneration of the city centre and worked with businesses in the city centre to ensure that they receive all the financial help they can as quickly as possible, whilst ensuring that all businesses comply with the COVID-19 regulations and our citizens are safe.

2.7 As a result of the COVID-19 Pandemic, the Council is operating the majority of services in a different form and many staff continue to work from home. This model is not sustainable in its current format and the Council needs to manage the current situation and plan for the future. Our Recovery plan 'Swansea - Achieving Better Together' outlines a framework for recovery. The framework consists of 3 phases; re-mobilisation, re-focus and re-shaping over the short, medium and long term. Our recovery work during the re-mobilisation phase was well underway in terms of re-starting and adapting a wide range of Councils services. Many of our services transitioned to working from home and many of the capital and development programmes were maintained (albeit at a slower rate and with some disruption to meet Government guidelines and ensure COVID-19 safe ways of working). Good progress had been made in terms of recovery and ensuring that Swansea was well placed to realise its ambitions. However unfortunately the second wave of the COVID-19 pandemic has resulted in need to focus on the immediate priorities of managing the impact of the pandemic. Nevertheless, the Recovery plan provides a framework for the Council to respond flexibly to planning in the short, medium and long term in different ways and at different times.

### **3.0 Brexit and New Economic Relationships**

3.1 We have continued to work with the WLGA and Welsh Government in terms of developing risk assessments and preparing contingency plans in relation to our departure from the Single Market and the Customs Union on the 31st of December 2020. A Trade and Co-operation deal was agreed between the UK Government and the EU on the 24<sup>th</sup> December 2020. Although this 'slim deal' provides a framework to enable Tariff and quota free trade in some goods, border checks, rules of origin requirements and extra documentation will be required for some goods (e.g. Export Health Certificates for some food-related products). Research undertaken for WLGA by Grant Thornton suggested that a 'slim' trade deal of the sort agreed could still result in a £1.1bn or 6%+ reduction in Welsh exports.

3.2 The Trade and Co-operation deal only includes only limited information on services, which account for 80% of the UK economy. There are no comprehensive set of arrangements to cover the mutual recognition of professional qualifications, 'equivalence' and 'passporting' in relation to financial services. Although there are broad frameworks for taking this work forward (e.g the mutual recognition of qualifications), these will take time to be developed and agreed.

3.3 Other key changes which the deal has brokered include;

- the introduction of controls around the movement of people (but with some flexibility around short term business visits, intra-corporate transfers etc),



- the UK's departure from Common Fisheries Policy (shares of fish will be negotiated annually after a 5.5 year period),
  - the ending of the UK's participation in some European programmes, including Erasmus (although the UK will continue to participate in 5 EU programmes - Horizon Europe, Euratom research and training, ITER, Copernicus and Satellite surveillance),
  - the UK's departure from the EU energy market and emissions trading scheme ( although there will be ongoing co-operation in a range of areas including energy, aviation safety, product safety, combatting VAT fraud, security, telecoms),
  - the European Court of Justice / EU Courts will no longer have any role in dispute settlement between the UK and EU,
  - the ending of EU state aid.
- 3.4 Although the Shared Prosperity Fund (SPF) and Internal Market Bill, is not part of the Trade and Co-operation deal, it is related and is significant because it covers the issue of replacement EU funding. Under previous EU funding arrangements, Wales received around £375 million per annum. Although the UK Government have agreed to replace funding up to £1.5 billion over time, they have only allocated £220 million for pilots across the whole of the UK during 2021-22. We are continuing to work with the WLGA and our partners to seek further clarity on the pilot scheme and lobby the UK government to ensure that Wales gets its fair share of funding to replace EU funding.
- 3.5 An early assessment of the implications of the deal undertaken by the WLGA suggests that fears about the disruption to supply chains have been eased by initial evidence at ports and the zero tariff deal of some imported materials. Report from ports in Anglesey and Pembrokeshire have confirmed that there has been no major disruption to date. However some of the arrangements needed at the ports are still being finalised, with controls being phased in up to July 2021. Pressures on Environmental Health Officers also remain, especially in light of the demands being placed on them as a result of COVID-19. The impact on individuals e.g. in terms of restrictions on their freedom to travel abroad, are likely to become clearer over time, as will other long term implications of the deal.
- 3.6 We will continue to work with Welsh Government, the WLGA and our partners to plan and respond to challenges and opportunities related to the implementation of the deal during 2021-22. We will continue to identify and respond to specific risks in Swansea related to the implementation of the deal through our cross-departmental Brexit Steering group.
- 3.7 In terms of developing new economic relationships we have been a partner in developing the Great Western Gateway which includes a number of Local Authorities in Wales and England. The footprint for the Great Western Gateway includes Swansea and extends eastwards

along the M4 corridor to and including Swindon. During the last 12 months, the Western Gateway has convened a core membership consisting of Local Authority officers and Leaders, also Local Enterprise Partnership CEs and Chairs. They have undertaken early work to guide the groups and promote the organisation and instigated a programme of engagement led by the Chair which has resulted in, among other outcomes, an All Party Parliamentary Group to raise the profile of the partnership and to prepare a context for specific requests to Government. In addition, they have undertaken work to commission a prospectus of the partnership with high level activity and areas of focus, a governance review piece and an Independent Economic Review (currently in progress) – to provide the evidence base for future areas of focus and intervention and help to define, sectorally and geographically, the areas of growth and opportunity in the region

### **4.0 Delivering the Swansea Bay City Deal**

- 4.1 Good progress has been made in delivering the £1.3 billion investment of the Swansea Bay City Deal. Three Swansea Bay City Deal projects have already been approved by the UK Government and Welsh Government – the Swansea City and Waterfront Digital District, Pembroke Dock Marine, and the Yr Egin creative and digital hub in Carmarthen. Four other projects will also soon be considered for final approval from both governments. These include the Pentre Awel project proposed for Llanelli and the Supporting Innovation and Low Carbon Growth programme proposed for Neath Port Talbot, along with the regional Homes as Power Stations and Digital Infrastructure projects that will benefit residents and businesses throughout the Swansea Bay City Region as a whole. Detailed business case planning work is ongoing for two other City Deal projects: the Life Science and Well-being campuses project proposed for Swansea, and a Regional Skills and talent initiative that will generate training pathways for local people to access the high-value jobs being created
- 4.2 The UK Government and Welsh Government have agreed to release £18 million to the Swansea Bay City Deal investment portfolio in coming weeks which will help accelerate regional economic regeneration. A further £18 million is also anticipated to be released to the City Deal portfolio by the end of March 2021. This will mean that £54 million of the £241 million from both governments will have been released to the City Deal portfolio so far, with further major funding releases in the coming years.
- 4.3 Swansea Council is the Lead Project Partner for the Swansea City and Waterfront Digital District which encompasses the development of a Box Village & Innovation Precinct (at the University of Wales Trinity Saint David Swansea Waterfront Development), a Digital Village and the development of a Digital Square & Arena in Swansea City Centre.

- 4.4 Work on the construction of the Arena is well underway. The Arena's external box is now watertight and external cladding will commence shortly. A virtual Ministerial topping out ceremony was held to celebrate reaching a key construction milestone. A new branding and letting website has been launched for the Arena. Work is also advancing on iconic bridge linking the Arena site with Swansea City Centre and fabrication is nearing completion. Discussion are ongoing with Welsh Government and other partners in relation to a hotel operator.
- 4.5 Planning permission for the Box Village is underway and pre-planning applications discussions for planning are scheduled within the forthcoming weeks. Planning consent for the Digital Village has also been secured and the building procurement process is nearing completion. The construction tenders for 71/72 The Kingsway are currently being analysed in conjunction with continuing discussions about lettings.
- 4.6 Good progress has also been made in relation to other regeneration projects within the city centre such as the Mariner Street development, Castle Square, the restoration of the Palace Theatre and the re-development of Wind Street. Work on the Mariner Street site is nearing completion. Although there has been a slight delay due to the COVID-19 pandemic, the current delay should still allow for opening in September 2021. Heads of Terms have been agreed with one anchor tenant and discussions are ongoing to secure a second anchor tenant. Cabinet has agreed to progress the development of Castle Square with Swansea Council undertaking the role of developer. Funding has been identified to appoint a development manager and professional team to take forward a feasibility study and business plan to recommend the viability to move to the delivery stage. The overall programme for the restoration of the Palace Theatre is also still on track for completion in June 2022. Planning approval has been received, RBIA Stage 4 is underway and nearing completion and the tender for the main contractor is scheduled for January 2021. Early work on the re-development of Wind Street in preparation for the main works have included tree management and the installation of street lamps to make historic buildings more visible.
- 4.7 Good progress has also been made in relation to other wider regeneration projects in other parts of Swansea such as the Tawe Riverside corridor and Skyline on Kilvey Hill. A Lease has been agreed with Penderyn and is waiting completion. Scoping and preparatory works are underway in relation to the site management and the supply of services to the Power house. Funding has been secured from the Targeted Regeneration Investment programme to restore, repair and re-instate a number of other historical buildings and bridges to improve and enhance the wider infrastructure. Although the COVID-19 pandemic resulted in Skyline temporarily stopping all of their projects across the world, we have recently received notification that Skyline

intend to pursue their proposed development on Kilvey Hill - subject to securing Welsh Government support for their proposal.

### 5. Budget

- 5.1 The Council's Statement of Accounts has been signed off in record beating time once again and in spite of the COVID-19 lockdowns. We are in receipt of audit management letters which gives the Council a clean bill of health again this year on the technical matters.
- 5.2 The 2019-20 outturn included a managed underspend and some £17m was added to reserves across contingency, capital equalisation reserve and social services. That underspend and bolstering of reserves was the largest of all Welsh authorities and is noted in Audit Wales review of resilience in local government in Wales and has set the Council in good stead for responding to the COVID-19 pandemic.
- 5.3 The pandemic has significantly impacted our finances with over £100m of flexed support to local businesses, our own revenue budgets flexed by tens of millions and the largest ever capital programme under way including building the Bay Field Hospital on behalf of the NHS and Welsh Government. I believe the Council can rightly claim to have led the way in terms of scale and pace of action across the spectrum of intervention
- 5.4 We have taken action to contain substantial overspending in Q2 and have increased spending restrictions and other control mechanisms to slow spend and seek re-balance. It is worth noting that the overall overspend is only due to COVID-19. Once that is stripped out an under spend is forecast on underlying services.
- 5.5 The outlook is one of significant pressure to Council services if the UK government's austerity programme continues, compounded by the twin impact of Brexit and Covid. I have to hope that the messages around the end of austerity prove to be correct and honoured with real extra funding. Early signs from the UK government from the Spending Review are not at all encouraging with independent commentators indicating tax rises and future real terms cuts are likely longer term along with the Chancellor's own announcement of an outrageous public sector effective pay freeze .
- 5.6 Welsh Government has provided some short term relief with a settlement worth 3.9% for 2021-22 but starkly notes that its ability to fund more now or for the longer term is entirely dependent upon the actions and plans of the UK government. Most telling is the removal of five sixths of COVID-19 funding for Wales and there is a real fear that the UK and Wales faces a funding cliff edge in the future as well as utter uncertainty as to how the UK government is going to act to rebalance current spending let alone future spending. This is compounded by uncertainty

over the UK government use of the Shared Prosperity fund and the economic damage wreaked by COVID-19 and Brexit.

- 5.7 The Draft Budget proposals are due to have be issued and considered at Cabinet on the 21st January 2021 followed by the start of the Budget consultation on the same date. Following the consultation process, the final draft budget will come to Cabinet and Council during February and March 2020 and will include the Medium Term Financial Plan (MTFP). This is later than usual but a direct consequence of the delayed and curtailed national Spending Review and the Welsh Government decision to push back their budget and local government funding announcements
- 5.8 The Budget Medium Term Financial Plan (MTFP) is being developed for March 2021. The Council have also undertaken significant lobbying as a Council and via WLGA on budget and local government settlement matters. Swansea Council received an extra £13.2 million as part of its settlement (anticipated and factored into the Council's draft budget).
- 5.9 Work has continued to progress on the City Deal with significant cash funding due to be received before March 2021. The Council remains well placed to access this cash as one of the most advanced projects with substantial elements of the Swansea Central scheme already significantly constructed. The rapid delivery of the Arena and surrounding sites as a catalyst for future investment remains unabated despite and in spite of COVID-19.

### **6.0 Partnership Working**

- 6.1 The Welsh Government and the WLGA commissioned a review of Strategic Partnerships in Wales, aiming to identify key areas where there was unnecessary complexity or duplication and to identify opportunities for simplification and rationalisation. The complexity of the Strategic Partnership landscape is a theme which has been consistently highlighted in numerous reviews of Welsh Public Services over the years. Overall, the Review concluded that there was no general support for a national restructure of partnership and local leadership was best placed to determine what would work best in their local area. The Review identified a number of recommendations;

- No new partnerships should be established or required without referring to the existing landscape or considering whether an existing partnership can deliver the outcome required,
- No new functions should be given to existing partnerships without considering what obligations can be reviewed or removed or what additional resources may be required,
- Welsh Government considers whether departments can reduce the partnership arrangements set up to administer specific grant programmes,
- Welsh Government to write to Chairs of all partnerships to clarify and confirm that flexibilities exist to for partnerships to review their

own arrangements and alignment as appropriate – in terms of policy and geography,

- All strategic partnerships in an area should seek to play an active role to ensure that they are aligned more closely so that there are fewer partnerships. The multi-purpose strategic partnerships (such as PSBs and RPBs) have a natural leadership role in initiating this,
- Welsh Government to provide offer of facilitation for partnerships to review how they are aligned on their footprints,
- Welsh Government to explore and communicate how funding might best be distributed across strategic partnerships where it may be sensible to do so and to consider the capacity of partners to support these partnerships,
- All strategic partnerships should commit to, and invest in, board development and the development of collaborative cultures throughout the constituent organisations,
- All strategic partnerships should publish basic information online, which is easily accessible, outlining terms of reference, vision, membership, reporting on outcomes/progress and how citizens or communities can get involved,
- As part of the normal cycle of review and reporting, all strategic partnerships should seek to build in periodic reviews of their terms of reference, governance arrangements, membership and alignment to other groups or partnerships,
- Partnership Council to periodically review the partnership landscape to consider whether, when and where Welsh Government policy or legislative change may be required.

6.2 Work is currently underway in relation to mapping the work we have already done in relation to each of the recommendations and identifying further actions we need to take in relation to improving the effectiveness of partnership working. Our Partnerships are reviewed regularly as part of the governance of each. ERW has been reviewed and a new model of operation is to be put in place. The PSB is due to review its terms of reference at its next meeting. In addition we undertake an Annual Report of Regional Working to review the effectiveness of partnership working which is reported to Council and Audit Committee on an annual basis.

6.3 We have explored the option of developing a joint PSB with Neath Port Talbot Council and our partners. Currently there are no plans to develop this further and change the formal partnership structures because there was no consensus. However we continue to work on joint projects and programmes under the governance of the PSB. Nevertheless, we will continue to use local flexibility to work in partnership with our partners and respond to local priorities, without making any changes to formal partnership structures. The Review of Strategic Partnership commissioned by the Welsh Government and the WLGA found wide spread support amongst participants to use local flexibility for partnerships to come together on a temporary basis in order to tackle a priority or policy issue, rather than effect formal structural change.

## **7.0 Impact of the Well-being of Future Generations Act (Wales) 2015**

7.1 The well-being duty to carry out sustainable development underpins all activity undertaken by the Leader of Swansea Council. The Well-being of Future Generations Act's national well-being goals are the lens through which the Council's policy commitments have been developed and form a key part of the Council's constitution. Further work to deeper integrate the sustainable development principle's ways of working into the Council's governance and processes will be explored further. The Leader's portfolio is characterised by a focus on collaborative working with partners across sectoral and geographical boundaries. These close relationships facilitate greater understanding of the well-being objectives of others and enables their impacts to be managed effectively in an integrated way that improves Swansea's well-being. A long term approach that considers how Swansea can flex and adapt to an uncertain future is particularly pertinent in relation to our recovery from COVID-19, the challenges and opportunities presented by our departure from the EU and the development of new economic relationships understood.

## **8.0 Financial Implications**

8.1 There are no financial implications associated with this report.

## **9.0 Legal Implications**

9.1 There are no legal implications associated with this report.

## **10.0 Equalities**

10.1 There are no equalities implications.



**To/  
Councillor Rob Stewart  
Leader & Cabinet Member for  
Economy & Strategy**

**BY EMAIL**

cc Cabinet Members

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Gofynnwch am:*

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Scrutiny

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SPC/2019-20/11

27 January 2020

Summary: This is a letter from the Scrutiny Programme Committee to the Cabinet Member following the meeting of the Committee on 13 January 2020. It is about Brexit, 5G Network Roll Out, Climate Emergency, National Park City Status, Foreshore Sites, Castle Square, Hafod Morfa Copperworks, Felindre Strategic Employment Site, and Student Accommodation.

Dear Councillor Stewart,

### **Cabinet Member Question Session – 13 January**

Thank you for attending the Scrutiny Programme Committee on 13 January 2020 and answering questions on your work as Leader and Cabinet Member for Economy & Strategy. We also thank the Deputy Chief Executive and Director of Resources, Adam Hill, for his support and contributions to the session.

We appreciate you providing a written paper in support of your appearance at the Committee meeting. The Q & A session gave us an opportunity to explore priorities and achievements in relation to your areas of responsibility.

We are writing to you to reflect on what we learnt from the discussion, and share the views of the Committee, and highlight any outstanding issues / actions for your response. The main issues are summarised below:

**OVERVIEW & SCRUTINY / TROSOLWG A CHRAFFU**  
**SWANSEA COUNCIL / CYNGOR ABERTAWE**  
GUILDHALL, SWANSEA, SA1 4PE / NEUADD Y DDINAS, ABERTAWE, SA1 4PE  
[www.swansea.gov.uk](http://www.swansea.gov.uk) / [www.abertawe.gov.uk](http://www.abertawe.gov.uk)

I dderbyn yr wybodaeth hon mewn fformat arall neu yn Gymraeg, cysylltwch â'r person uchod  
To receive this information in alternative format, or in Welsh please contact the above



## **Brexit**

We thanked you for your engagement in the Brexit Scrutiny Working Group held in September about the Council's preparedness, and followed up on that in light of recent developments. We asked you about implications following the General Election result, which has now brought certainty of UK exit from the EU on 31 January 2020 followed by a period of transition to 1 January 2021. There was also concern about the Government's Withdrawal Bill in relation to future environmental agreements and protections, and human rights.

We discussed:

- the current position and impact on the Council
- concern over loss of funding and support to Swansea and the region following exit from the EU – at risk of losing millions of pounds
- the need to ensure a fair share of the UK Shared Prosperity Fund and continued uncertainty around funding
- discussions taking place at regional / national level on Brexit preparedness
- continued use and disadvantages of the UK government's five case business model and HM Treasury Green Book
- continued risk of a 'no-deal' Brexit in 2021
- progress on advice to Council employees regarding the EU settlement scheme

You stated that you have asked for a meeting with the Secretary of State for Wales with regard to problems with the HM Treasury Green Book and possible opportunity to revise the rules as it has disadvantaged areas like Swansea and hindered investment bids, for example, due to population numbers.

You provided assurance to the Committee about the Council's workforce, having identified any that may be affected by the EU settlement scheme and being pro-active with employees and their families, to prevent any negative impact.

It was clear that there are many unanswered questions around Brexit and the risk remains that Swansea and the region could suffer disproportionately following Brexit. We asked about opportunities for councillors to review and comment upon government proposals regarding the Shared Prosperity Fund. You undertook to share any such information with councillors, when published, for their awareness and comment.

You added that local government and national government in Wales had a clear set of priorities and demands around Brexit however UK government engagement in negotiating with Wales was not, at this point, clear.

## **5G Network Roll Out**

We had noted from public consultation on the scrutiny work programme last May a number of responses from people with concerns about the roll-out of 5G network, and health concerns about the use of this technology. We took the opportunity to ask you about the Council's plans and position on this.

You acknowledged that there has been a recent increase in the number of public and councillor questions raised around 5G, however stressed that the safety of citizens is always going to be paramount when Swansea Council roll out new technologies and innovations. You referred to advice from Public Health England that there should be no consequences for public health from 5G signals.

You confirmed that Swansea Council has no specific fixed date around the implementation of 5G in Swansea, but highlighted the benefits of a faster and more reliable communications network, something that businesses needed to thrive in the 21<sup>st</sup> century. This included the potential to provide a new level of underlying connectivity to transform services within our city and help us become a smarter city, attracting jobs and investment, and delivering huge cost and time savings.

You assured the Committee that the Council will continue to work with the UK and the Welsh Governments to investigate the impacts of 5G technology and discuss our findings with all stakeholders, and would be open to further advice about the use of 5G.

There was some debate within the Committee about reported concerns around 5G and the likely proliferation of new 5G masts in residential areas, as the signal will have a limited range.

## **Climate Emergency**

We wanted to know about progress since the Council declaration of a Climate Emergency in June 2019 and actions that will be taken. We underlined the responsibility accepted by the Council and its commitment to what is a challenging but important agenda. We were keen that this results in real action and delivery, and asked you for an update.

You assured the Committee that the declaration was not hollow and that a detailed and meaningful action plan was being developed, with a focus on achievements over the next decade. This would build upon activities and success in relation to developments of a green fleet, street lighting, energy efficient homes, solar panels in Schools, pension divestment in fossil fuel industry, and other Council initiatives.

You stated that you were hoping that current budget deliberations would support the delivery of actions that can be managed effectively. We noted that an action plan would be forthcoming with a clear cross-Council approach.

### **National Park City Status**

Further to a question from the public gallery we asked about the Council's desire to gain National Park City status. We note that this is for urban areas which are connected with nature, e.g. green spaces, clean air, wildlife; with London being the world's first National Park City.

You told the Committee that this remains an aspiration for this Council, consistent with the Corporate Priority on the Natural Environment, Working with Nature Public Services Board objective, and other efforts to increase biodiversity and greening of the city centre. We asked you about the criteria and process involved. Whilst you stated that efforts were at an early stage in terms of understanding what it means, you told us you would share with us the process that you were following.

### **Foreshore Sites**

Further to the Committee's recent consideration of the cabinet report on the possible development at a number of foreshore sites, we asked specifically about future plans for Langland. The Committee raised the issue of whether there was scope for the authority itself to develop the site, as a council regeneration project, rather than look to private development.

You stressed that it was not for the Council to pre-determine any outcomes about the site before inviting interest. In the search for the best all-round development you added that the Council would work with Mumbles Community Council in relation to its desire to develop the tennis courts at Langland.

### **Castle Square**

You were asked about the latest plans for the development of Castle Square, and timescales. You reflected on a great deal of consultation and engagement with the public and stakeholders over recent years about the future of Castle Square, and need to re-purpose and re-invigorate the Square as a destination for visitors, with one or two commercial businesses. At the same time you acknowledged the importance of retaining the Square as a public space, and sought development that would bring back some charm to the Square, remove barriers, and give people a reason to visit. You added that linkage and integration with Wind Street was also important.

You confirmed that feasibility studies have been done and a development partner has been appointed to take development forward. We heard that the aspiration was for a detailed scheme to emerge by the end of 2020.

## **Hafod Morfa Copperworks**

Your report referred to a new masterplan being prepared, refreshed in view of the Skyline project and leisure facility at Kilvey Hill, and river corridor. We were aware of previous masterplan and asked for the new masterplan to be shared. You stated that you expected that it would be ready to share in the coming weeks. We noted that it was anticipated that the works on the Powerhouse will commence in the second quarter of 2020. You mentioned that Skyline would be visiting again in February and that a Skyline board decision to proceed was expected in Quarter 2 of 2020. You were hopeful that a planning application would be submitted this year.

## **Felindre Strategic Employment Site**

The Committee wanted to know about future plans for the Felindre Site and prospects in attracting further investment such as a manufacturing plant.

You mentioned that the French company DPD were now on site and added that uncertainty around Brexit over the last three years has made it difficult to secure manufacturing investment in the area. You confirmed that in conjunction with the Welsh Government the site was being marketed with hopes to secure further businesses. You reflected on the significant infrastructure works already carried out in preparing the Felindre Employment site and desired improvement to traffic and congestion at Motorway junctions 44-47 that would further improve the suitability of Felindre for businesses.

We talked about slow progress at the site and rumours around the site being used for housing given failure to attract businesses, and the fact that a Parkway Station near Felindre was being explored by the Welsh Government.

## **Student Accommodation**

We referred to a reported drop in student number across Wales (2.2%) in 2019 and possible implications for Swansea given the numbers of student accommodation developments in progress in the City Centre, including the Mariner Street scheme. We were concerned about reaching a saturation point and potential for empty buildings.

You spoke about the benefits of such development, reiterating that these were market led private investments, and their positive effect on HMO numbers. There was some debate about this effect as it was felt that student development blocks would likely be more expensive and perhaps less attractive to some students who would prefer to live in a HMO for affordability.

We noted that there would be accommodation for 2000 students in the City centre over the next year, which would contribute to the vibrancy and provide economic boost to the City Centre, and help prevent increasing HMOs in community areas.

Whilst there may be a decline in parts of Wales, you stated that student number in Swansea were climbing though you acknowledged the rate of growth may have slowed down. However, you were confident that there was unmet demand for accommodation and assured the Committee that the situation on Swansea was unlike the issues faced in Cardiff.

There was some debate about affordability of new student accommodation, the impact of students in the City Centre, and contribution to the regeneration of the City Centre.

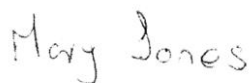
### **Your Response**

In your response we would welcome your comments on any of the issues raised in this letter. We would be grateful, however, if you could specifically refer to the following:

- Brexit – ensure that councillors are informed of developments with regard to the Shared Prosperity Fund and of any opportunities to comment on proposals;
- National Park City status – please confirm what process is being followed by the Council; and
- Hafod Morfa Copperworks – please share the new masterplan when available.

Please provide the response to this and any other comments about our letter by 17 February. We will then include both letters in the agenda of the next available Committee meeting. We will arrange to follow up on portfolio developments and invite you to a future Committee meeting in due course.

Yours sincerely,



**COUNCILLOR MARY JONES**

Chair, Scrutiny Programme Committee

✉ [cllr.mary.jones@swansea.gov.uk](mailto:cllr.mary.jones@swansea.gov.uk)

Councillor Mary Jones  
Chair,  
Scrutiny Programme Committee

**SENT BY EMAIL**

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*Our Ref:* RS/JW  
*Your Ref:*  
*Date:* 3 February 2020

Dear Councillor Jones

Thank you for your letter dated 27 January 2020 following my attendance at the Scrutiny Programme Committee on the 13 January.

Following your request for further comments, I would like to respond as follows.

**Brexit – ensure that councillors are informed of developments with regard to the Shared Prosperity Fund and of any opportunities to comment on proposals**

Once the information is available I will ensure the details are circulated.

**National Park City status – please confirm what process is being followed by the Council**

The draft Swansea Central Area Green Infrastructure Strategy - Regenerating our City for Wellbeing and Wildlife, which is in the process of being reviewed following a period of public consultation, includes a proposed strategic objective for Swansea to attain wildlife and wellbeing friendly city status. Suggested examples of how this could be achieved is through becoming a Biophilic City, a UNESCO Biosphere Reserve, a Woodland City, or a National Park City.

Becoming a National Park City therefore remains an aspiration at this time - just one of a number of options to consider going forward. Whichever option is ultimately pursued it will not be as simple as just making a declaration – it needs to be backed up by environmental enhancements delivered on the ground, more joined up ways of working between sectors and, most importantly, the support of the public. Examples of the sort of changes needed are set out in the above mentioned draft strategy, including:

- Increasing terrestrial green infrastructure (GI)
- Increasing tree canopy cover by planting species which provide the most effective mix of multiple benefits
- Developer buy-in to the installation of green roofs/walls as an integral part of new development

## Page 2

- Developing more resilient ecosystems within communities
- Maintaining and enhancing biodiversity
- Identifying community green infrastructure 'champions'
- A commitment to the ongoing maintenance of the urban GI network

Once the draft strategy is adopted the next stage will be to agree an action plan to deliver the strategic objectives and this will include identifying the wildlife and well-being status Swansea could most realistically achieve. However it is important to note that if National Park City status does become the preferred option it is not something that can be 'achieved' by the Council alone. It is a grass roots movement and will require collaborative work with community groups and other partners. Anyone could become involved and the Council would not necessarily be expected to take the lead.

Indeed there is no formal process for creating a National Park City. It took 5 years of campaigning by those involved in the London movement before it was declared the first National Park City. Interest is now growing in other cities and to improve understanding of what is required a universal charter for National Park Cities is in the process of being developed which anyone can support <https://npc-universal-charter.netlify.com/> The charter seeks to set out a vision, definition, goals, values and characteristics of what will be needed to become a National Park City.

Clearly there is still some way to go before there is an agreed understanding of National Park Cities. However the environmental enhancement work we are currently undertaking and scheduled to undertake both within the City Centre and rest of the County are all aimed at making Swansea a greener and increasingly biodiverse city and will support whatever wildlife and wellbeing status is eventually opted for.

**Hafod Morfa Copperworks – please share the new masterplan when available.**

The masterplan will be shared when available.

Yours sincerely



**Y CYNGHORYDD/COUNCILLOR ROB STEWART  
ARWEINYDD/LEADER**

# Agenda Item 7



## Report of the Chair

### Scrutiny Programme Committee – 19 January 2021

## Pre-decision Scrutiny – Role of the Committee

<b>Purpose</b>	This report provides guidance on pre-decision scrutiny ahead of consideration of the Cabinet report on: a) Proposed Lease to Mumbles Community Council under the Community Asset Transfer Policy.
<b>Content</b>	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 21 January is appended.
<b>Councillors are being asked to</b>	<ul style="list-style-type: none"><li>• note the pre-decision scrutiny process and role of the Committee</li><li>• consider the Cabinet report and proposals</li><li>• agree any views on the proposed decision(s) that are to be raised with Cabinet</li></ul>
<b>Lead Councillor</b>	Councillor Peter Black, Chair of Scrutiny Programme Committee
<b>Report Author</b>	Brij Madahar, Scrutiny Team Leader Telephone: 01792 637257 <a href="mailto:brij.madahar@swansea.gov.uk">brij.madahar@swansea.gov.uk</a>
<b>Legal Officer</b>	Debbie Smith
<b>Finance Officer</b>	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 A report concerning the Proposed Lease to Mumbles Community Council under the Community Asset Transfer Policy is scheduled for decision by Cabinet on 21 January. This relates to the proposed development of a new Skatepark by the Community Council, previously subject of Committee discussion in January 2020. The joint report of the Cabinet Members for Delivery & Operations and Investment, Regeneration & Tourism is **attached** for pre-decision scrutiny.



The cabinet report recommends that

- 1) Cabinet considers the outcome responses from the consultation process under the public open spaces legislation that was undertaken in respect of the land identified in appendix A (site plan). A full copy of the responses received, and each of those that Object, Support or provide a Neutral comment has been provided as Appendix G, with a high level summary provided within the body of this report;
- 2) Cabinet approves the proposed disposal of the land to Mumbles Community Council at a level of undervalue being acceptable to Cabinet and based on advice of the Director of Place. Authority is delegated to the Director of Place to negotiate and settle the terms of the proposed lease of the land identified in Appendix A (Site Plan) and authority is delegated to the Chief Legal Officer to finalise the legal documentation; and
- 3) Cabinet agrees for improvements be made to the site in line with the associated planning permission reference 2019/2345/FUL granted on 13th February 2020 for a replacement Skatepark at West Cross Skate Park Mumbles Road Blackpill Swansea.

## **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 Members have been invited to attend the 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.

2.3 The Committee (through the chair) will write to the Cabinet Members with its views following pre-decision scrutiny. The Chair will have the opportunity to attend the cabinet meeting on 21 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 – Proposed Lease to Mumbles Community Council under the Community Asset Transfer Policy.



## Joint Report of the Cabinet Members for Investment, Regeneration & Tourism and Delivery & Operations

Cabinet - 21 January 2021

### Proposed Lease to Mumbles Community Council under the Community Asset Transfer Policy

<b>Purpose:</b>	To seek approval to negotiate and agree Heads of Terms and enter into a lease with Mumbles Community Council for land at Llwnderw for the purpose of constructing and managing a new skate park on the site.
<b>Policy Framework:</b>	Asset Management Plan 2017-2021 Community Asset Transfer Policy 2017 Creating an Active and Healthy Swansea
<b>Consultation:</b>	Legal, Finance, Property and Access to Services.
<b>Recommendation(s):</b>	It is recommended that:  1) Cabinet considers the outcome responses from the consultation process under the public open spaces legislation that was undertaken in respect of the land identified in appendix A (site plan). A full copy of the responses received, and each of those that Object, Support or provide a Neutral comment has been provided as Appendix G, with a high level summary provided within the body of this report.  2) Cabinet approves the proposed disposal of the land to Mumbles Community Council at a level of undervalue being acceptable to Cabinet and based on advice of the Director of Place. Authority is delegated to the Director of Place to negotiate and settle the terms of the proposed lease of the land identified in Appendix A (Site Plan) and authority is delegated to the Chief Legal Officer to finalise the legal documentation;  3) Cabinet agrees for improvements be made to the site in line with the associated planning permission reference 2019/2345/FUL granted on 13 <sup>th</sup> February 2020 for a replacement Skatepark at West Cross Skate Park Mumbles Road Blackpill Swansea.
<b>Report Authors:</b>	Jamie Rewbridge/Lewis Hinds

<b>Finance Officers:</b>	Paul Roach/Aimee Dyer
<b>Legal Officer:</b>	Debbie Smith
<b>Access to Services Officer:</b>	Rhian Millar

## **1.0 Background**

- 1.1 Mumbles Community Council (MCC) have made a request to acquire Council owned land under the community asset transfer policy. The land is located on Mumbles foreshore, (referred to as Llwynderw) and it is MCCs intention to build a new concrete skatepark to replace the current half-pipe owned and managed by the Council, as their preferred site.
- 1.2 MCCs preferred site was granted planning permission (2019/2345/FUL) on 13<sup>th</sup> February 2020 for a replacement skatepark.
- 1.3 At the Councils request, MCC have subsequently commissioned a site options appraisal by an external consultant which concluded that on balance of positive and negative factors the proposals may have for each particular site, Llwynderw, would be the most favourable site out of all 3 appraised sites.
- 1.4 The area of land requested is owned by Swansea Council and is maintained by Parks Operations from within the Waste Management service. The site was initially identified as 'Land around the Skatepark, West Cross' by Swansea Council in the PIN notice, which sought expressions of interest from potential interested parties on a number a key bay sites. The area of land to be developed is 748 sq.m, however MCC will become fully responsible for maintenance of the development, plus surrounding areas (2.5 acres) for the duration of the lease.
- 1.5 MCC have prepared a business plan which provides detail on the full cost of the development, ongoing management and maintenance costs, along with sinking fund provisions for lifecycle costs.
- 1.6 The Council undertook a public open space statutory consultation process publishing its intention to dispose of the land identified within Appendix A (site plan). Cabinet must have regard to the outcome of the consultation process prior to making any decision on the proposed disposal, in particular any comments made in support or opposition of the proposal including any potential mitigation measures. A full copy of the response to the statutory consultation process has been included as Appendix G, along with a summary provided with this report.
- 1.7 The Council has undertaken a valuation of the proposed area of land identified in Appendix A.

## **2.0 Business case and plan**

- 2.1 MCC have submitted a request to take on full responsibility for the land edged red in Appendix A, for the purposes of constructing a 748 sq.m

concrete skatepark which will replace the current steel construction ramp. MCC are requesting to take on full repairing, maintaining and service provision of all elements within the demise area, including all associated grounds maintenance and cleansing, which have been detailed within the Business Plan (and supporting annexes 1-8) at Appendix B.

- 2.2 As a result of the lease, all day to day responsibilities and decisions will rest with MCC, and only future changes or permission that fall outside of the agreed lease terms will necessitate approval from the Council as the landlord.
- 2.3 The Community Council would become responsible tenants for the purposes of the arrangement and would utilise contractors to carry out day-to-day operational tasks and fulfil their obligations. They would commission specialists to check and maintain the skate park itself. MCC would be responsible for ensuring all proper insurances, contractual and procedural arrangements were in place to fully indemnify the Council under the Lease.
- 2.4 MCC have engaged Maverick, a renowned design and build Skatepark company having built over 100 Skateparks in the UK including the iconic Concrete Waves Skatepark in Newquay and locally in Penarth, Haverfordwest, Aberdare, Mountain Ash and Porthcawl.
- 2.5 It is proposed that Maverick will be appointed Contractors and Project Managers, covering all aspects of the design, development, build and maintenance of the site from pre-planning through to on-going inspections and maintenance once the build is complete.
- 2.6 The Skatepark design has been developed over 18 months period to ensure that all relevant and interested stakeholders and users had an opportunity to input into it through public meetings and consultations and questionnaires and surveys. The facility will also incorporate BMX uses as a result of consultation with UK Olympic BMX team.
- 2.7 The design also includes full disability access with advice from the Wheelchair Motocross World Champion. Whilst this has added to the cost, it is noted that MCC were committed to ensuring that the Skatepark could be used by all ages and abilities as well as providing a world class facility in keeping with the iconic location.
- 2.8 The siting has allowed for most of the Skatepark to be set below the site line from Mumbles Road, thus minimizing the impact.
- 2.9 Maverick have undertaken comprehensive surveys of the site including Geotechnical, Topographical, Trees, Ecology, Flood Risk, and continue to finalise the SUDS strategy to ensure that the site is suitable for the planned design and build. These formed part of the planning

requirements and conditions which will be monitored for compliance through the usual processes. Build timescale is approx. 16 weeks.

- 2.10 Following construction, the wider site will be landscaped with grass and wildflowers and will be protected from the road by a hawthorn hedge fronting a 1.2m fence extending the full length of the site. This will prevent and ensure that users are not tempted to be dropped off outside the site by preventing people accessing it directly from the road.
- 2.11 The skatepark itself will be constructed from free form spray concrete with - in certain areas - narrow (25mm box section) galvanised steel edging to prevent chipping and it will be finished in a neutral and light grey colour but with flashes of colour for aesthetic purposes.
- 2.12 The site will be enhanced by a drinking fountain, picnic table seating, and footpaths with wheelchair accessible chicane entrances on the promenade entrances.
- 2.13 Including costs borne through the planning and preconstruction phases already undertaken , the construction cost is in excess of £350k, which will be fully underwritten or funded by MCC with no required funding from the Swansea Council.
- 2.14 MCC will continue to seek grant funding through the National Lottery People and Places Fund. If successful, this could reduce the MCC funding commitment by £232k.
- 2.15 MCC has committed to covering ongoing maintenance cost up to £12,698 per annum for annual maintenance including the provision of an annual £6,700 sinking fund representing 2% of build costs for major refurbishment/rebuild (expected minimum 25 years life).
- 2.16 The construction will be guaranteed for 15 years and the design is covered by a £2m professional indemnity insurance. Contractors will conduct an annual condition survey and will respond quickly to any reports of damage.
- 2.17 During the first six months of use and on-going during the summer months, when visitor numbers will be at their highest, MCC contractors will undertake weekly inspections which will be formally recorded. During the winter months, these will revert to monthly.
- 2.18 The main maintenance costs relate to minor repairs, graffiti removal and annual deep cleaning. With grass-cutting, landscape maintenance and bin emptying make up the remainder of the costs. Swansea Council have quoted for associated services to be delivered under paid for contract as part of the wider promenade maintenance.
- 2.19 To minimize MCC's annual commitment, a variety of income streams will be sought to contribute to the ongoing costs associated with the

operational running of the facility. However, any shortfall in income to cover the full cost of £13,945.67 per annum, (£19,945.67 in year 1) will be met from MCC annual budget of the Community and Social Well-being Committee, or the MCC contingency fund.

- 2.20 Estimated costs for SuDs and Swales maintenance have been provided as an annual sum of £1.3k per annum, payable by MCC to Swansea Council. At the time of reporting MCCs appointed skatepark designers and contractors are working with the Councils Senior Engineer (SuDS approval body) to finalise requirements for build and future maintenance.
- 2.21 SuDS permissions form a critical part of the necessary approval process and are informed through planning process. Therefore any decision to lease the land and permit the development would be subject to a satisfactory sustainable drainage solution being provided by MCC and their contractors and signed off by the SuDS approval body.
- 2.22 Sponsorship opportunities and events are the most realistic opportunity for MCC to raise income, and potential revenue per year has been estimated at £6.6k which would cover half the total operating cost.
- 2.23 The skate park will add to the infrastructure of facilities within Swansea that contribute to the physical and mental well-being of children and young people. Access to opportunities to participate in physical activity is a critical part of the Well Being of Future Generations act and Swansea Public Service Boards contribution objective of “A Healthier Wales”.
- 2.24 The Skate Park will be open access, participants will be able to use the facility at no cost which removes the financial barrier and promotes the goal of “A More Equal Swansea”. This type of facility and activity tends to be very attractive to children and young people who may not be engaged in more formal sports and would provide a positive contribution to Welsh Governments recommendations for regular physical activity as part of a healthy and active lifestyle.
- 2.25 Furthermore, the successful implementation of the proposal and long-term lease holding and associated management of the site by MCC will provide the following benefits;
- Community cohesion through the ownership, involvement and interest in local facilities.
  - Partnership working with the community in managing and safeguarding important and valuable community assets and attractions to the destination.
  - Investment in modern, fit for purpose and high quality skateboarding facilities which the Council has not budgeted to provide or fund directly.
  - Increased access to local informal sporting and recreational opportunities for all ages and abilities

- Access to funding opportunities not available to Swansea Council.

### **3.0 Options appraisal**

3.1 Following the decision on MCC's planning application to build a concrete Skate park at Llwynderw, West Cross, the Council sought a further body of work that would provide assurances that could be considered at the relevant time.

3.2 This was further noted in the Cabinet Report relating to 'Foreshore sites' on 9th January; '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.'

3.3 To assist in the refinement of options for MCC to consider, the Council's Placemaking and Strategic Planning section carried out a high level planning appraisal of 10 Council sites as options for review that could potentially accommodate the proposed scheme. The findings of the High Level Appraisal identified particular sites, having regard to the relevant planning and placemaking issues, that Planning Officers considered had potential for further exploration. A copy of the report is included as Appendix C.

3.4 The High Level Planning Appraisal identified a total of 3 sites that warranted further consideration in addition to the MCC preferred site at Llwynderw. These sites were further refined to 2 additional sites, as the land to the 'South of the Junction' was not available at this time as it formed part of a longer term consideration to improve the wider Blackpill site.

Including the MCC preferred site at Llwynderw (site option 1), the sites appraised were;

- Llwynderw (site option 1)
- Land to South of Blackpill Lido (site option 2)
- Land at Underhill Park (site option 3)

3.5 MCC were asked to undertake an evaluation and comparison of the above sites by an independent consultant using a broad set of criteria, which were further refined and grouped, as below.

- Access
- Environmental & Site Considerations
- Design Suitability
- Construction Considerations
- Safety, Amenities & Visibility



- Community & User Support
- Planning Considerations

- 3.6 MCC commissioned DMW Architects & CL Planning who were provided the brief, along with the high level planning appraisal from Swansea Council, and information from MCC and their chosen skate park supplier Maverick on the design and size requirements.
- 3.7 DMW Architects & CL Planning have published a report that is intended to provide an unbiased and comprehensive appraisal of the 3 wheeled sports areas identified in 3.4 which formed part of the brief. Whilst the essential considerations and environmental impacts of adding a skatepark to an area remain consistent, the intrinsic nature of a proposed skatepark area, its users, and the community surrounding it are unique and have been factored into the appraisal document. A copy of the full report is available as Appendix D.
- 3.8 Summary conclusions of Appendix D report by DMW Architects & CL Planning are as follows:

**Site Option 1 – *Llywnderw***- The existing skatepark at Llwynderw currently forms a well-located hub for the Swansea skate community. The site has numerous positive factors making it a suitable location with potential to further enhance the Blackpill activity area. Re-use of a current site and existing facility is wholly appropriate and considered more sustainable than creating a new skatepark over existing greenspace. Through the planning process, it has already been demonstrated that the site has gained a majority of support from both community and skatepark users.

**Site Option 2 - *Land to the South of Blackpill Lido***. This site has numerous positive factors making it a good contender for the most appropriate location. However, it is considered that being so near the consented site and so similar in comparative characteristics, that to proceed with a new application would expend needless cost and time to ultimately provide the same offer. The development of this site would result in the loss of open green space which would not occur with site option 1.

**Site Option 03 - *Land at Underhill Park***- Due to the potential negative factors associated with construction of a concrete skatepark in this quiet location in relatively close proximity to residential properties with limited screening it is considered it would not be appropriate in this setting. With constrained access, concerns over a relationship with the children’s play park and being located slightly away from shops and facilities, this site would be least favourable.

- 3.9 Having reviewed the summary findings of the consultant’s report, the Council’s Placemaking and Strategic Planning Section have confirmed that DMW Architects & CL Planning have taken the level of analysis to

the necessary detailed stage to assess the material factors affecting the suitability and deliverability of the development, and that the findings are generally consistent with those in the High Level Planning Appraisal in Appendix C.

- 3.10 Of the three sites evaluated by the independent consultant and in consideration of the balance of positive and negative factors the proposals may have for each particular site, it concluded that:

*Site Option 01 – Llwynderw, would be the most favourable site out of all 3 appraisal sites.*

- 3.11 It should be noted that from the report, it indicates that there little difference in physical characteristic between site option 1 (Llwynderw) and site option 2 (land south of Blackpill), with exception of their current use and designations. Site option 2 is closer to the main services and facilities, such as public toilets, shop, café and parking.
- 3.12 The report highlights a main difference between the two sites is that planning permission has already been obtained at site 1 with work and cost borne by MCC. The characteristics between site 1 and 2 are so similar, as is their proximity to each other, and that to proceed with a new planning application and associated site surveys would incur needless expense and delay to ultimately provide the same offer.
- 3.13 Some of the key factors for Underhill Park being the least preferred option related to potential conflicting uses with the nearby childrens play park and loss of green space that has been used previously for sports training, although it confirms that this area is not a formal pitch for sport.
- 3.14 Potential drainage and accessibility issues were highlighted in relation to the Underhill park site, together with potential issues that could be foreseen that may cause nuisance to nearby residents. A recent planning approval for café and artificial pitches provides evidence that proposed changes within the park are possible, but noting the identified suitable greenspace location would be adjacent to the properties on Newton Road, and overlooked by properties on Llangland road and potential for noise and anti-social behaviour.
- 3.15 The report does not provide detail as to whether consultation was undertaken with Mumbles Community Association (MCA) who have Council support to enter into a long lease for Underhill Park and are therefore a key stakeholder. However, in this context, it must be considered that MCC are separately supportive of the Underhill Park scheme and have provided certain levels of underwriting in support of the community asset transfer from the Council.
- 3.16 Overall, the report concluded an overriding preference for site 1 at Llwynderw noting a number of key characteristics including its existing use, planning consent and accessibility from nearby parking and facilities

at Blackpill. Whilst noting potential noise impact on nearby residents, and safety of users with a nearby road. Fundamentally, these issues were dealt with as part of the planning consent conditions and will have to be mitigated appropriately.

- 3.17 There clearly a strong preference within the skating community for the current location (site option 1) through the consultation undertaken and this is well supported by virtue of the fact that this site has an accepted and historical use for skating over a number of years.

#### **4.0 Property Implications**

- 4.1 To enable MCC to confidently invest in the facilities without fear of the useful life of those investments being cut short and to give the parties involved the ability to apply for grant funding for the maximum number of grants available, a 25 year lease is considered appropriate in this case.

- 4.2 The lease will require the access to the surrounding land and skate park to remain as a public open space, that the facilities are maintained to a high standard and require that any further alterations will require the Councils consent.

- 4.3 Given the above terms a peppercorn rent for the length of the term is considered appropriate and to be best value given the proposed use. However, disposal at a peppercorn rent is considered to be at an undervalue when considering all possible uses and disposal options. Market Rent for the property under its current use is considered to be negligible. So, to establish the estimated maximum amount of undervalue the Valuation Office Agency was instructed to undertake a Valuation of the property and placed a value of £87,500 on the freehold interest. A full copy of the Report can be found in Appendix E. However, as the freehold interest in the land is not to be disposed of the opportunity to achieve a maximum figure will not have been removed, just pushed into the future.

- 4.4 The above mentioned terms are non-negotiable therefore Cabinet approval is sought for these terms and to then authorise the Director of Place to negotiate and settle the other detailed terms of the proposed lease (and thereafter any required Deeds of Variation) and to instruct the Chief Legal Officer to finalise the legal documentation.

- 4.5 As the land is deemed to be public open space, a statutory consultation process has been undertaken and the responses collated and provided within Appendix G so that Cabinet can have regard to any objections raised, prior to making any decision as to whether it is appropriate to dispose of the land on the terms outlined within this report.

- 4.6 The Council is required under s123 to advertise the disposal of the land in the local newspaper for two consecutive weeks and to give full and proper consideration to any objections. 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.

- 4.7 A notice of disposal was advertised within the local newspaper, online and within the public notice board at the Civic Centre for a minimum of two week period from 8<sup>th</sup> December 2020, with responses accepted until 31<sup>st</sup> December 2020.
- 4.8 One Hundred and Fifty Seven (157) responses were recorded throughout the consultation period. 90% of these responses were from respondents within Swansea, and 10% being from outside the area. The Swansea based respondents lived across a number areas within Swansea, and not contained solely to the Mumbles Community Council boundaries.
- 4.9 Responses have been categorised and grouped as having a view to either;
- ‘Support’ the proposed disposal of land
  - ‘Object’ to the proposed disposal of land
  - ‘Neutral’, neither support or an objection could be determined from the response
- 4.10 A summary of the responses by these categorisations are presented in Table 1 below, (% rounded up/down)

Table 1

Support	148	94%
Object	8	5%
Neutral	1	<1%

- 4.11 Those that Object to the proposal, Seven (7) of them were lodged by respondents within Swansea, and One (1) from a respondent living elsewhere. Of the 148 that Support, 133 were from Swansea respondents and 15 from those living elsewhere.
- 4.12 Cabinet must fully consider the detail of the comments contained within Appendix G, which presents all of the recorded responses in full. The respondents’ personal information has been redacted under GDPR.
- 4.13 In summary, the responses in Support (148) featured some of the following themes;
- Respondents noted the health, wellbeing, good mental and physical fitness benefits of a skate park;
  - Potential to create a positive ethos within the skating community, with young adults teaching young children, and it builds self-esteem and a sense of belonging.
  - Tourism is seen as a positive attribute to the development of a skate park particularly by the non-Swansea respondents from other parts of the UK;

- The skate park is seen as something people of all ages can get involved with noting that it is family friendly, suitable across wide age group, including those with disabilities.
- The popularity of skateboarding as a pastime is highlighted , as well as its inclusion in the next Olympics;
- The social aspect of a skate park is also brought up in responses;
- The development of the skate park will result in the reduction of instances of skateboarders using non-specialised areas (e.g. Castle Square).
- The location considered suitable with easy access, especially to those with mobility issues, determining a general view that the site and location is suitable for such activities.

4.14 In summary, the responses that Object to the proposal (8) featured the following themes;

- The site is considered unsuitable by some respondents as it is a general place of beauty and considered loss of green space;
- Some support for the proposal but in a different location.
- The lack of drop-off point or parking facilities and toilets is a concern;
- The potential increase of traffic and young people and anti-social activity is seen as detrimental to the area and a safety and safeguarding concern.
- Mumbles Community Council using the money raised via its precept for this project is not supported
- The lack of perceived benefits for the local area was highlighted.

4.15 In making its decision, Cabinet should specifically consider whether the objections have been more generally dealt with as part of the due diligence exercises, and are also matters that have already been considered and dealt with within the planning conditions under 2019/2345/FUL which was granted in 2020.

4.16 Overall there is a clear overwhelming level of community support for the project; with a small number of objections for the disposal of the land for the purposes of a skate park development.

## **5.0 Equality and Engagement Implications**

5.1 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.

If this proposal is agreed MCC will improve and enhance the facility provision at the existing skatepark to enable them to further develop opportunities for the local community of all ages, particularly children and young people and with an enhanced offering for those with disabilities. There will be significant improvement in provision and opportunities as a result of the improvements. Access will remain fully open to the public, free of charge including protection and improvement to the wider green space that will surround the new facility.

The only change to current provision is that the MCC will have the responsibility for the areas within the demises. Casual usage will not change or be adversely affected, and in the long term is anticipated to significantly increase, through improved participation and access and enjoyment of the area in general.

MCC have actively worked with the local community, skaters and worked with other groups who regularly use the facility and the proposals are well advanced and known within the general public and media.

The areas within this screening where a High impact was scored, can be further explained below:

### **Children and Young people and any other age group**

The work by MCC and their chosen contractor have specifically targeted a broad range of users and potential user group through the consultation phase and designed the proposed skatepark with their needs in mind. The current skate facility is a standard halfpipe, which requires competence and skill to ride, and is not generally suitable for young learners or novice riders.

The newly proposed skate park significantly enhances the offer. Whilst there is opportunity for the most proficient riders to significantly progress and enjoy the sport, the inclusion of more shallower and alternate areas within the design ensures that riders of all abilities, and those on skateboards, scooters, BMX and other wheeled sports can enjoy the benefits of the renewed offer. It is therefore a much more versatile and balance offering to the current provision.

It should be noted that facilities such as these are not solely aimed at older children and young teenage boys. Wheeled sports arenas attract users from every demographic including wheelchair users who can interact on positive and equal terms with other users. Popularity of scooters remains high enables first time skatepark users to explore the use before moving onto skateboards, BMX bikes or inline skates. There is also a vibrant scene within the UK for more mature users who have recently rediscovered skating with the advent of high quality wheeled

sport arena provision and finding people in their forties and fifties riding with such a skatepark is not unusual.

The skate park will add to the infrastructure of facilities within Swansea that contribute to the physical and mental well-being of children and young people. Access to opportunities to participate in physical activity is a critical part of the Well Being of Future Generations act with a direct link to A Healthier Wales.

### **Community cohesion and Social inclusion/Poverty-**

The Skate Park will be open access, participants will be able to use the facility at no cost, which removes the financial barrier and promotes the goal of "A More Equal Swansea". This type of facility and activity tends to be very attractive to children and young people who may not be engaged in more formal sports and would provide a positive contribution to Welsh Governments recommendations for regular physical activity as part of a healthy and active lifestyle.

### **Disability**

Consultation has been developed over 18 months to ensure that all interested parties - residents, skateboard groups, and local schools had an opportunity to input into it through public meetings and consultations and questionnaires and surveys. MCC were also able to incorporate BMX facilities taking advice from a member of the UK Olympic BMX team and full disability access with advice from the Wheelchair Motocross World Champion.

The scheme is extremely visible to the people of Swansea and the key stakeholders, and given the previous planning application and work undertaken to date. The local media has maintained watching brief over the developments. As a result, a decision by the Council on the Community Councils proposal and request for the land carries a reputational risk given the time it has been discussed over and the visibility of the project. The Council requested MCC to complete an additional body of work so the matter can be considered.

The process undertaken in preparing the business case has demonstrated that the views and impact on protected groups have been taken into consideration and directly informed the proposals as outlined above.

Following the completion of the public open space statutory consultation, there were no fundamental issues presented that suggest that the proposal would disproportionately have an impact upon those groups that share protected characteristic and therefore a full EIA is not required in this instance.

## **6.0 Financial Implications**

- 6.1 Agreement of a lease to the Community Council would preclude the Council from the possibility of securing the future sale and capital receipts from this site.
- 6.2 The current annual costs for the Parks service in relation to the land at Llwynderw where the exiting skatepark is located is in the region of £2,000 per annum;
- 6.3 The Council does not receive a direct income from the site, as it is open access and free of charge.
- 6.4 There will be additional financial income to the Council from MCC paying an annual figure of up to £4,500 to the Council for the grounds maintenance, cleansing services and drainage maintenance. There will also be a saving in day-to-day maintenance and cost of inspecting the current skate equipment, along with a longer term saving at the point that the existing equipment would need to be replaced.
- 6.5 Therefore there will be a net saving to the Council of approximately £6,500 per annum, including saving and new income. This will be set against current savings targets within the MTFP.
- 6.6 There will be no additional long term revenue or capital financial commitment required by the Authority for any new facilities provided by the Community Council, as this will be the responsibility of the Community Council from the date of the lease.
- 6.7 The Council has received a detailed business plan from MCC which outlines the associated costs and responsibilities that will be transferred to MCC. The information contained in the business plan have been reviewed. Known future costs and estimates are considered as a robust indication of future likely costs to MCC, and can be taken forward order to inform a decision by the Council. However noting that costs are likely to change over the proposed lease period, and therefore accepts that MCC would need be in a position to cover additional in future, which MCC have confirmed.

## **7.0 Legal Implications**

- 7.1 Section 123 of the Local Government Act 1972 and the Council's Land Transaction Procedure Rules set out in the constitution apply to this disposal. Under s123 LGA 1972 a local authority has the power to dispose of land held by it in any manner it wishes provided that the local authority achieves the best consideration that can reasonably be obtained except where the disposal is for a short tenancy (less than 7 years) or the local authority has the consent of the Welsh Ministers. Under the Council's constitution the responsibility of determining in what



manner the land will be disposed of in order to obtain best consideration lies with the Director of Place.

Under the General Disposal Consent (Wales) Order 2003 the Welsh Ministers have issued a general consent for disposals of land under s123 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.

- 7.2 There are specific powers and requirements for the disposal of land held by a local authority for planning purposes, housing, allotments, open space and school playing fields.

Where the land is deemed open space, the Council is required under s123 to advertise the disposal of the land in the local newspaper for two consecutive weeks and to give full and proper consideration to any objections. 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.

- 7.3 The property has not been advertised on the open market. The Council's constitution specifies that if there has been no marketing of the Land or only one person has indicated an interest to purchase there can be no such disposal of land except where it is determined by the Director of Place or his nominee that there is only one party who could acquire the interest because of the physical, legal or other characteristics of the land and that it is appropriate to sell by private treaty. In this particular case the land is public open space/playing fields for community use and consequently is of limited interest to the market generally. Therefore, the Director of Place is satisfied that the characteristics of the land dictate that there is realistically only one party who would be interested in acquiring this land and that it is prudent and appropriate to sell by private treaty.

- 7.4 The lease documentation will contain all the relevant provisions to protect the Council's interest.

**Background papers:** None

**Appendices:**

Appendix A - Site Plan

Appendix B - MCC Business Plan and supporting annexe 1-8

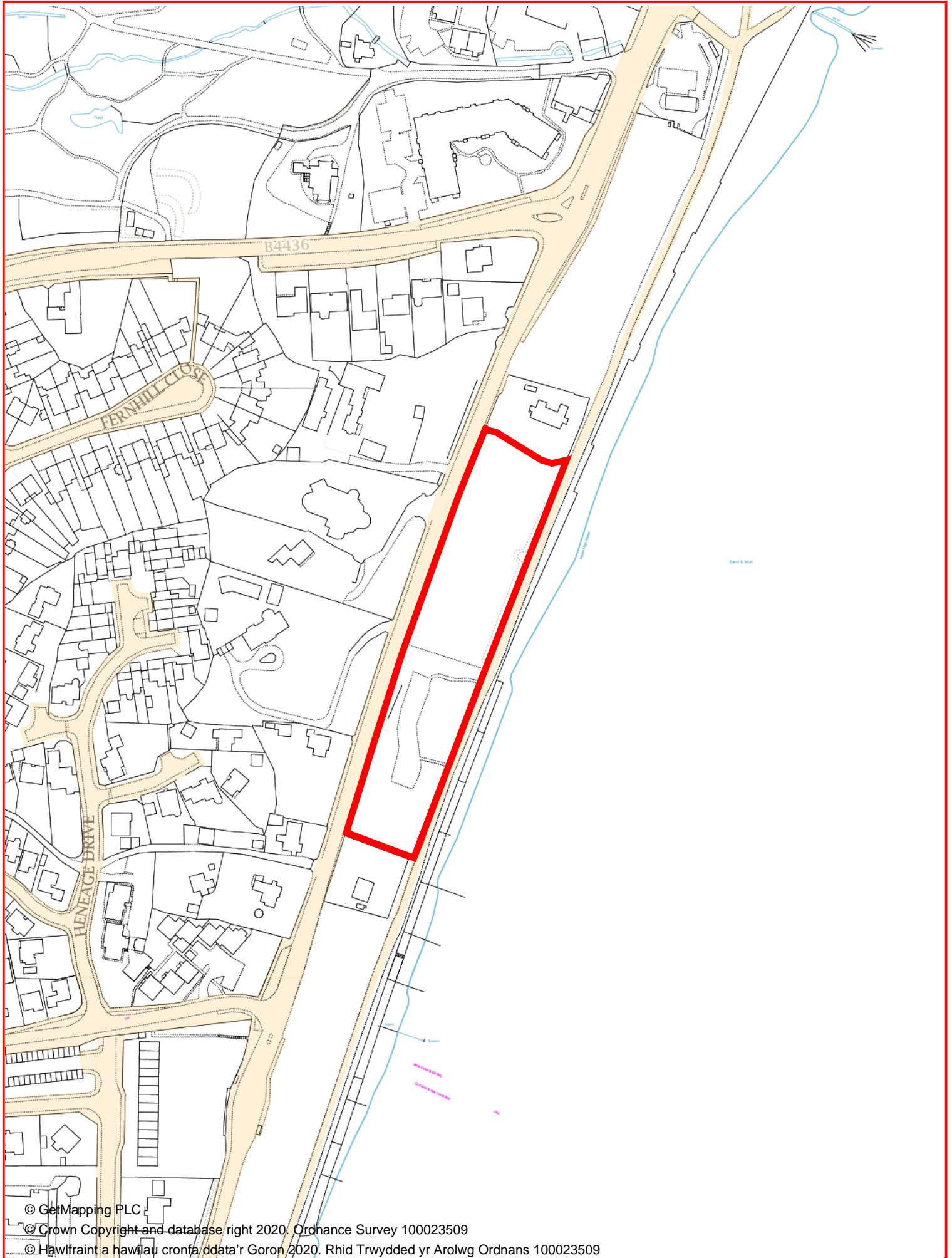
Appendix C - High level planning appraisal

Appendix D (also Annex 1) - Post planning review of proposed wheeled sports area (DMW Architects & CL Planning)

Appendix E - Valuation Office Agency Report

Appendix F - EIA Screening

Appendix G - Open Space Consultation responses



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This plan is for illustrative purposes only and should not be used as a legal document.

## Skatepark Business Plan

### Overview

Mumbles Community Council plans to build a Skatepark located on Mumbles Promenade at the location of the current half-pipe ramp. This is the preferred location as confirmed by the Independent Consultant Report (see Annexe 1)

Mumbles Community Council have contracted Maverick who are a world class Skatepark build and design company having built over 100 Skateparks in the UK including the iconic Concrete Waves Skatepark in Newquay and locally in Penarth, Haverford West, Aberdare, Mountain Ash and Porthcawl. As contractors they Project Manage all aspects of the design, development, build and maintenance of the site from pre-planning through to on-going inspections and maintenance once the build is complete.

Maverick have incorporated ideas from local school children, BXM riders from the UK Olympic Team and the World Champion of wheelchair motocross into the design and while this may have cost more than other designs, MCC recognised the importance of creating a world class design to complement the iconic location and one that provided full and safe access to all.

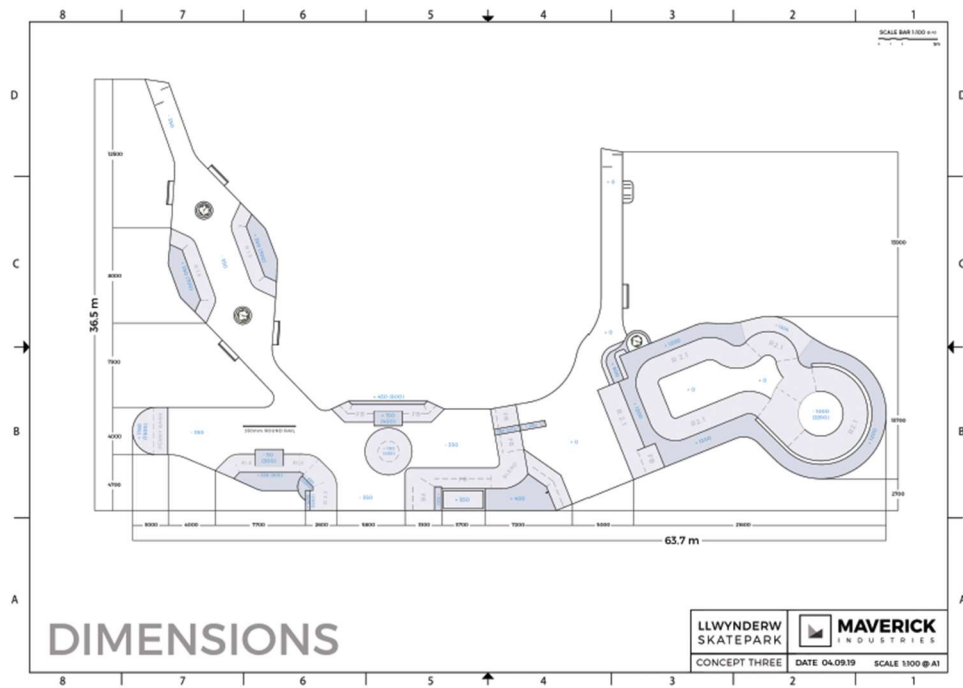
### Part 1

#### The Building

Maverick have undertaken comprehensive surveys of the site including Geotechnical, Topographical, Trees, Ecology, Flood Risk, SUDS to ensure that the site is suitable for the planned design and build.

The Skatepark will roughly follow the footprint of the ramp and adjoining tarmacked area to the West meaning it will be primarily set below the sightline from Mumbles Road.

The actual build site required is 748 sq. m being 63.7m by 36.5m at its widest point.



The site will be landscaped with grass and wildflowers and will be protected from the road by a **hawthorn hedge fronting a 1.2m fence extending the full length of the site.**

The skatepark itself will be constructed from free form spray concrete with - in certain areas - narrow (25mm box section) galvanised steel edging to prevent chipping and it will be finished in a neutral and light grey colour but with flashes of colour for aesthetic purposes.

The site will be enhanced by a drinking fountain, picnic table seating, and footpaths with wheelchair accessible chicane entrances on the promenade entrances.

(see Annexe 2: **Mumbles Design Access Statement** for full details)

### Realisation

Prior to any building works the contractor will create a secure site compound with herras fencing and temporary trackways for site access. Full details of the gradient and minimizing sideways slope are included in Annexe 3: **Pre Construction Phase Health and Safety.**



All traffic movements for the site and building works will comply with the Traffic Management Plan as approved by Swansea Council Highways Department. This sets out restrictions on delivery timings to avoid busy times such as school runs and rush hours.

All required safety signage will be put up on the approaches to the site on Mumbles Road and on site and all required contractor parking will be on site and will have no impact on nearby streets. All traffic movements will be controlled by Maverick’s own certified banksmen.

A warning sign for pedestrians will be placed at the entrance of both our site and the access road. Additional warning signs will be placed on the perimeter fence. Site crew will informally direct the public away from site if appropriate. CCTV cameras will monitor the site overnight and intruders will hear an oral warning. One of Maverick’s Directors will also be alerted by the system.

For full details of the Health and Safety Plan to be implemented see Annexe 3.

The main elements of the build will be:

- site preparation which includes, creating an overall site compound with herras fencing and the laying of a temporary trackway system
- Decommissioning the old redundant skate ramp
- Excavating some soil in the bank and building up with compacted stone in other areas, forming the shapes needed to create the design
- Forming a steel grid system over the shapes to comply with quality standards

- Applying a 150mm deep layer of concrete in manageably small bays over the entire structure.
- Formation of concrete pathways and installation of fencing, ancillary items & planting as indicated in the supplied drawings

In order to ensure that construction complies with all necessary European and National Standards as well as Building Regulations, a detailed and Comprehensive Concrete Construction Phase Plan has been produced (see Annexe 4: **Concrete Construction Statement**). This Statement covers all aspects of construction using concrete including; materials specifications, environmental health and safety and personnel health and safety with particular focus on minimizing and protecting from dust. Mumbles Community Council will oblige Maverick to comply with all recommendations contained within this statement at all times.

### Contract Management

Maverick are contracted to provide comprehensive Project Management of all aspects of the design, development and completion of the Skatepark and associated landscaping. Maverick are highly experienced having project managed the design and build of over 100 Skateparks in the UK. MCC will also appoint a Consultant who will assist in the development of a Project Plan for the Skatepark in conjunction with Maverick Industries and will oversee all aspects of the development on behalf on MCC and agree the final sign-off (See Annexe 5: **Management Procedures Statement**)

Maverick have full insurance cover for all aspects of the project including Public Liability Insurance.

### Costings

#### Pre Construction Phase

User Consultation Post Tender to create final design included free of charge	£0.00
Support with documentation required for Planning Application (excludes surveys)	£0.00
JCT Contract Documentation (MW 2016 with Contractor's Design) supplied & completed free of charge	£0.00

#### Detailed Design

Engineers Site Visit, Topo Survey, Set Stations, CAT Scan & Utilities checks (completed)	£1,500.00
Drainage Survey - Trial pits & Percolation Tests (completed)	£2,750.00
H&S and Project Planning	£5,000.00
Detailed Design Engineering - Suite of Drawings for Construction	£30,000.00

#### Construction Phase

##### Preliminaries

Insurances. Heras, signage, welfare & store, plant hire, transport & fuel, skips	£53,200.00
CCTV 24hr security monitoring of site ( 12 weeks)	£6,000.00

##### Groundworks Phase

Temporary trackway	£5,200.00
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Remove/recycle miniramp	£750.00
Set out to Engineers Stations	£3,000.00
Installation of drainage as per engineering design	£6,800.00
Remove tarmac where required, foundations, block walls, rebar & concrete infill	£14,100.00
Importation & compaction of stone	£44,300.00
Installation of pool copings	£3,400.00
<b>Steelworks Phase</b>	
Off site steelworks, galvanising, fabrication & rolling	£14,300.00
On site steelworks, installation of copings & framework system	£27,900.00
Shuttering, reinforcing & tying	£13,200.00
<b>Concrete Phase</b>	
Pour/Spray and finish, concrete platforms, transitions & floors incorporating colouring as per visuals	£67,300.00
<b>Perimeter bunding &amp; landscaping</b>	
Creation of bunding using excavated material, topsoil and seed.	£8,200.00
Installation of art deco steps/planter	£7,200.00
Planting of 3 Palm Trees c. 7-8ft	£1,500.00
Planting - 90m of 3ft high Hawthorn - species to be agreed	£2,400.00
<b>Ancillary works</b>	
Supply and installation 2no Wheelchair access Picnic Benches	£1,620.00
Supply and installation 3no Glasdon Chieftain Litter Bins (or similar per Council preference) on concrete plinth	£1,425.00
Supply and install 90 linear metres of green bow top fencing 1.2m high	£8,000.00
Supply and install 2no Galvanised Steel Chicane entrances	£1,500.00
Supply and install 5no Benches	£2,500.00
Supply and install 2no galvanised steel cycle racks	£600.00
<b>Ancillary works</b>	
Supply & install of 1no RoSPA compliant skatepark A1 skatepark safety sign on post	£350.00
Railway sign	£600.00
RoSPA PI Inspection on handover	£395.00
Council launch event (See event package)	£2,000.00
<b>Contingency</b>	
Access/Traffic Management Contingency sum subject to planning authority requirements - PC Sum	£5,000.00
<b>TOTAL: (EXCLUDING VAT)</b>	<b>£334,990.00</b>
Water Fountain supply and installation, including laying water supply	£7,500
Additional Benches and Bins	£2,500

## Funding

### Build

Mumbles Community Council has approved underwriting the full costs of the build. (See Annexe 6: **Council Minutes June 9<sup>th</sup> 2020** and Annexe 6a **Mumbles Skatepark Funding Proposal**). In order to minimise costs and allow for additional projects to be funded, MCC



will apply for grant funding through the National Lottery People and Places Fund. If successful this will reduce the Council’s funding commitment by £232,240.

#### Ongoing maintenance costs

Mumbles Community Council has already committed to funding up to £12,698 per annum (see Annexe 6a) for annual maintenance and the provision of an annual £6,700 sinking fund representing 2% of build costs for major refurbishment/rebuild (expected minimum 25 years life). See below for income generation plan to minimise MCC’s annual commitment. Any shortfall in income to cover the full cost of £13,945.67 (£19,945.67 in Yr1) will be met b from the annual budget of the Community and Social Well-being Committee, or the Council contingency fund.

#### Risks

#### SWOT Analysis

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>• Planning permission gained</li> <li>• Uses brownfield site</li> <li>• Proven success of existing site</li> <li>• Strong local support, including from local PCSOs, for new site</li> <li>• Involvement of public through meetings and surveys</li> <li>• Enthusiastic team</li> <li>• Strong youth involvement</li> <li>• Low future overheads</li> <li>• Positive engagement with SCC</li> <li>• Working with experienced project managers</li> <li>• Build cost fund in place</li> <li>• Parking available at Blackpill</li> <li>• Enhances existing activity hub</li> <li>• Encourages active travel with smooth paths and bus routes</li> <li>• Shops and cafes close by in West Cross shopping centre and Blackpill</li> <li>• Public Toilets at Blackpill</li> <li>• Good visibility for safety and security</li> </ul>	<ul style="list-style-type: none"> <li>• Potential parking issues*</li> <li>• First experience of build for MCC</li> <li>• Potential noise increase for nearby residents</li> <li>• Safety barrier (green hedging) may alter current visual aspect</li> <li>•</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>• Positive way to engage local youth</li> <li>• Great national exposure for the area</li> <li>• Facilities for disabled and all ages and abilities</li> <li>• Marketing opportunities</li> </ul>	<ul style="list-style-type: none"> <li>• Small faction of local opposition</li> <li>• Exposed to potential vandalism</li> <li>• Potential target for drug dealers</li> <li>• Covid-19 hampering progress</li> <li>• Possible safety issues with a busy road</li> </ul>



<ul style="list-style-type: none"> <li>• Benefit to the wider Swansea community</li> <li>• Local and National competitions</li> <li>• Potential to cover running costs through sponsors</li> <li>• Communication through social media</li> <li>• Fundraising opportunities</li> <li>• Tourism opportunities</li> <li>• Park and Ride potential from St Helens*</li> </ul>	
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See also Annexe 1

### Risk / Hazard / Action Matrix

<b>RISK</b>	<b>PEOPLE AFFECTED</b>	<b>EXISTING CONTROL MEASURES</b>	<b>FURTHER PREVENTATIVE ACTION REQUIRED</b>
Collision with vehicles not related to construction	All those with vehicles within our sphere of operations	Existing speed limits Warning signs	Issue instructions to all delivery companies and staff that crawling speeds are mandatory with hazard lights turned on. Use of banksmen to guide delivery vehicles
Collision with children or visitors beside the site	Any visitor to the fields beside the trackway and crew operatives driving to site	Relatively few people are likely to be around us when any traffic movements are taking place There is no pavement on the side of the road we enter on so this will minimise the risk of meeting pedestrians walking beside where we would enter	Placement of construction signs warning of works close to the site entrance Approaching the construction site entrance drivers to switch on hazard lights When on the haul road drivers will reduce speed to a crawl and only move with the aid of a banksman
Delivery Vehicles getting stuck on site	All delivery vehicles and site crew vehicles	The approach to the site is mumbles road, immediately this is left, drivers will be on a temporary steel trackway	Use a banksman in and out of site and ensure drivers stay on the haul road Request delivery drivers to turn around when in site and drive back out of the site on the haul road facing forward
Delivery vehicles cannot gain entry due to parked cars	All delivery vehicles and site crews	While there are NO no parking signs beside the site ,or road markings prohibiting parking, cars do NOT park on the road here	No further action required other than placing a sign on the heras fencing at the entrance to the haul road

		because of lack of space to do so.	stating not to park in front of the gates
Delivery vehicles damaging buried services	The owners of the buried services	The site has had services checks carried out and all known services have been identified and the invert levels are known. The site has also been CAT scanned to verify the positioning of services, and they match the records received with no others on site identified that were otherwise unknown	To further protect the services Aluminium track way will be laid over these service runs (only in one position)
Keeping the highway free of site generated mud and debris	All road users	A temporary aluminium trackway will be laid to ensure delivery and egress routes will remain clean	A water bowser and pressure washer will be on site to clean any delivery vehicle wheels if it is needed to be don to protect the highway.
Control of traffic while delivery vehicles are exiting the site	All traffic using Mumbles road at the time of egress from site Of any vehicle	A qualified Banksman wearing PPE will be controlling entry and egress of delivery vehicles Copies of training certificates have been provided to Dean Howard Swansea Council's Street works and Winter Services Manager	Banksmen will utilise chapter 8 STOP GO boards to control motorists on Mumbles road while the vehicles are exiting the site
Contractor vehicle parking and material storage – ensuring there is no disruption to local residents	All members of Maverick and local residents	Crews will share vehicles to get to site Crews are not permitted to park on the road	No further control measures needed. There is adequate carparking within the site for all our crew and for material storage, materials will be unloaded within the site also.
Emergency Contact details	Anybody with the need to make emergency contact with the contractor	Adequate signage giving emergency contact numbers will be displayed in various positions around the site attached to the heras fence line	The design and content of this board will be agreed with the client but an example board has been provided within this document
Adequate insurance for works on site is needed , specifically Liability Insurance for £10million		A copy of this insurance have been provided to Dean Howard- Swansea Council's Street Works and Winter services Manager	
Damage to the highway or kerb stones at entry / exit point	Users of the highway	A photographic condition survey will be taken by maverick prior to the commencement of works of the approach to and the entry point to the site	Damage is not expected to take place however the site crew will be instructed to monitor the condition of the approaches and should damage become evident they call contact the office

			to seek advice on what they should do to remedy it
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### Build Timeline

The build is expected to take approximately 16 weeks. Exact timescale and build timeline will be completed once the start date is agreed as timings will depend on the time of year when the build is to be completed. Optimum time periods are during Spring or Autumn but work can take place at any time throughout the year.

### Area of Land Needed

The preferred site for the Skatepark is on part of the area of land identified by Swansea Council in the PIN notices as Land around the Skatepark, West Cross. The build will require a total of 748 sq. m. It will run from, and include, the land currently occupied by the Skate ramp and will extend West to include the area that is currently tarmacked. An area of land surrounding the Skatepark will be used for picnic tables and benches, a bike stand, water fountain and litter bins. The whole area will be landscaped using a wildflower grass mix that has been specially mixed to suit the Gower landscape and climate.

MCC has costed in for landscaping and maintenance of the whole PIN area, which is 2.5 acres, as identified on the map below, and will take responsibility for the whole area if that is Swansea Council's preferred choice.



<p>Dyfed-Debydd Council</p>	<p><b>6 - Skate Park - 2.5 Acres</b></p> <p>Page 12</p> <p>Hquantum/estates/Geoff</p>	<p>© Crown Copyright and database right 2018 Ordnance Survey 100023509</p> <p>Scale 1:1250@ A4</p>
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What will it look like?

The site will be landscaped with a meadow grass wildflower mix (Gower Mix) and will be protected from the road by a **hawthorn hedge fronting a 1.2m fence extending the full length of the site**. The Skatepark itself will be sympathetically banded allowing grass to grow up to the edge of the platforms and designed to take advantage of the natural topography which will further disguise its existence to other park users and members of the public not interested in skating.

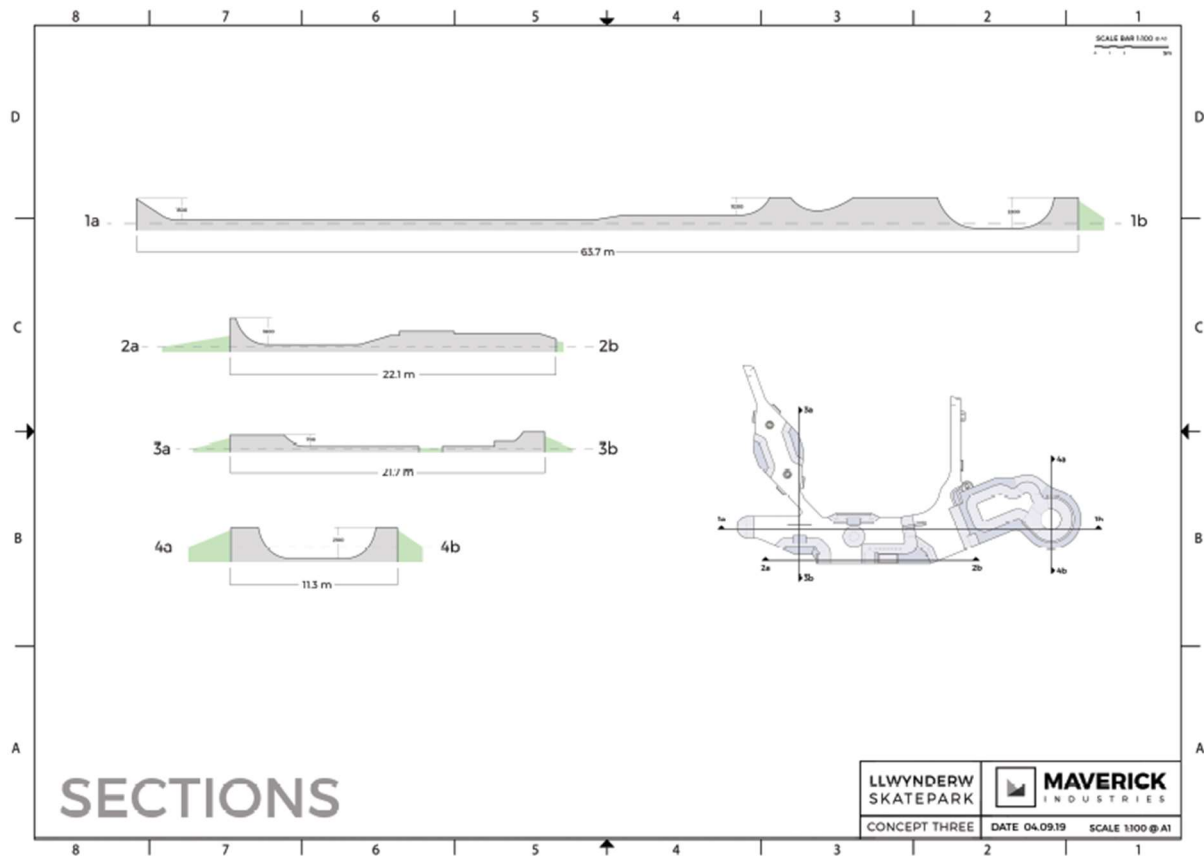
The skatepark itself will be constructed from free form spray concrete with - in certain areas - narrow (25mm box section) galvanised steel edging to prevent chipping and it will be finished in a neutral and light grey colour but with flashes of colour for aesthetic purposes.

The site will be enhanced by a drinking fountain, picnic table seating, and footpaths with wheelchair accessible chicane entrances on the promenade entrances.









## Design Development

The final design for the Skatepark has been developed over 18 months to ensure that all interested parties - residents, Skateboard groups, all local schools – had an opportunity to input into it through public meetings and consultations and questionnaires and surveys. We also were able to incorporate BMX facilities taking advice from a member of the UK Olympic BMX team and full disability access with advice from the Wheelchair Motocross World Champion. This has inevitably added to the cost but MCC were committed to ensuring that the Skatepark could be used by all ages and abilities as well as providing a world class facility in keeping with the iconic location. The siting has allowed for most of the Skatepark to be set below the site line from Mumbles Road, thus minimizing the impact (see drawings above).

To ensure that users are not tempted to be dropped off outside the site, there will be a low hawthorn hedge running along the road side of the site preventing people accessing it directly from the road.

## Part 2

### Our vision

#### Who is it for?

The primary intended users are residents of the MCC area and ensuring it is accessible from across the area was one of the key requirements of the location. Many people, including children from three of the local primary schools, are within walking distance and its location on the prom will also allow for people to safely reach the site without having to walk or skate along busy roads. There are also bus stops on Mumbles Road and a zebra crossing allowing easy access by public transport from Newton and Mumbles. The Land Train also passes by during the summer months providing access from Mumbles and St Helens prom.

It should be noted that facilities such as these are not solely aimed at older children and young teenage boys. Wheeled sports arenas attract users from every demographic including wheelchair users who can interact on positive and equal terms with non-disabled users. Popularity of scooters remains high enables first time Skatepark users to explore the use before moving onto skateboards, BMX bikes or inline skates. There is also a vibrant scene within the UK for more mature users who have recently rediscovered “skating” with the advent of high quality wheeled sport arena provision and finding people in their forties and fifties riding the park is not unusual.

The accessible location will attract users from further afield and public transport from the City centre and parking at Blackpill will enable Swansea residents and tourists to reach it easily.

#### Social Impact and Safety

Well documented evidence from Police forces around the country attest to the fact that wheeled sports facilities such as the one under consideration are a contributing factor in reducing youth nuisance crime figures and developing social inclusion amongst a group of people who could be otherwise viewed as outsiders. Young people will see it as a meeting place where they can ride the park, chat and generally ‘hang out’ in a place they can call their own.

In addition, the provision of such facilities sits well with the Government’s strategy of getting young people out of an indoor and on-line gaming environment and into real outdoor physical activity. This supports the **Sport Wales Community Sport Strategy 2012 - 2020** as well as **Swansea Public Services Board, Local Well-being Plan** which has as one of its actions to engage the population in healthy outdoor recreational activities by providing them with modern and exciting facilities to use. Wheeled sports arenas are one of the few leisure activities which bring together all the socio-economic groups to play together.



A criticism often unfairly levelled at such facilities is that they will encourage youngsters to drink and take drugs. Anecdotal evidence suggests the opposite of this is true in a modern facility. The local police are fully on board and supportive of this project and will continue to monitor use of the site and deal with any anti-social behaviour should it arise.

The current Skate ramp has been in place for over 20 years and vandalism and anti-social behaviour has been minimal. The new Skatepark has safety built into the design in that there are no 'hidden' areas. It will sit between a busy road and the Promenade where walkers and cyclists pass by frequently. The mix of ages will also contribute towards the Skatepark being in the main self-policing and the newly formed Mumbles Skatepark group is primarily made up of older, experienced skaters who have taken it upon themselves to act as 'Guardians' of the Skatepark and will be regularly in attendance and plan to organise litter-picks, activities with the younger skaters and organise events and competitions.

### **Community and Economic Benefits**

Feedback received by Maverick from other towns where Skateparks have been built indicates that the provision of a skatepark has a wider economic benefit to the area with all businesses near to a wheeled sport arena reporting increased sales. Past experience shows that a new park addition will attract "Skate Tourists" with a user demographic that will often mean they do not drive themselves. It is common for families to arrive in a town having dropped off the skater or skaters and spend the day shopping, sightseeing, eating or drinking and so on before collecting their child and going back home several hours later.

At a presentation of the Well-being Act held in Swansea in 2018, the presenter stated that skateparks were very good for the local economy. Where families have keen skaters they are more likely than not to choose a holiday in a location where there a decent skatepark for their children, while the rest of the family use other local facilities and attractions.

### **Insurance**

Mumbles Community Council will ensure that all the necessary insurances are in place for the Skatepark and the land surrounding it.

### **Maintenance**

Maverick will guarantee the Skatepark for 15 years and the design is covered by a £2m professional indemnity insurance. They will conduct an annual condition survey and will respond quickly to any reports of damage. During the first six months of use and on-going during the summer months, when visitor numbers will be at their highest, Mumbles Community Council will undertake weekly inspections which will be logged. During the winter months these will be monthly. There will also be £6,700 budgeted annually representing 2% of total replacement costs to ensure that any major landscaping and

repair/replacement work required can be fully funded. For full details see Annexe 7:  
**Maintenance and Guarantee Statement.**

### **Costs**

Minor repairs, graffiti removal and annual deep cleaning will be the responsibility of MCC. The only other on-going costs are grass-cutting, landscape maintenance and bin emptying. Swansea Council have quoted £3773 annually for this service, although this provided for 14 cuts per year. Due to the wildflower meadow grass to be used (Gower mix) it will only require cutting a maximum of 6 times per year.

SuD's maintenance is estimated at £1355.97 annually. Exact final annual costs should be available from Mr Dan McCauley, Swansea Council. Replacement costs are costed into the annual sinking fund which will cover all major repairs, replacement or refurbishment works during the lifetime of the project. The Sinking fund is 2% annually of total build costs.

We are confident that all the above costs will be covered by Fundraising (see below) but MCC has already committed to holding a contingency fund of £12,689 annually (adjusted in line with RPI) budgeted for within the annual budget of the council. Any shortfall in income generation to provide the gap funding of £1,256.67 (£7,256.67 in Yr1) will be met from the annual budget of the Community and Social Well-being Committee, or the Council contingency fund.

### **On-going costs per annum**

Grass Cutting (Swansea Council contract 6 per year max)	£563.70
Bin emptying (156 occasions, Swansea Council contract)	£2,402
Annual hedge cutting and tree pruning (Swansea Council Contract)	£150.00
SuD's and Swales maintenance estimate (Swansea Council Contract)	£1,355.97
Annual Inspections (RoSPa Play Safety Ltd)	£400
Cleaning/painting/general maintenance	£2,000
Graffiti removal	£150
Sinking Fund representing 2.5% of build cost (expected minimum 25 year life)	£6,700
Insurance	£224
One off contingency fund to address potential parking issues (Yr 1 only)	£6000

### **Fundraising**

MCC have already been approached by a local business interested in sponsoring the park. No figure has yet been agreed.

Local annual business sponsorship to include advertising opportunities on the park, social media and internet promotions linked to the park and naming rights for some events held at park.

All amounts are estimates at present but we feel confident these amounts can be achieved.

Main sponsor annually 12 x payments of £350  
£4200

Secondary sponsors (smaller one off support from local businesses)  
£1500

Revenue from events (organised by the skaters)

Annual national event for x 100 participants at £5 each £500

3 smaller local events x50 participants at £3 each x 3 events  
£450

Potential revenue total MCC  
£6,650

See Annexe 8: **Mumbles Skatepark Association - Fund raising plans** for additional local fundraising initiatives

Our aim is wherever possible for the skatepark to be `self supporting` for costs and maintenance.

Revenue from Grants will also be explored.



MUMBLES

DESIGN

ACCESS

STATEMENT

# List of Contents

## **P3 - Opening Statement**

### **Design Process**

#### **Assessment**

P4 – Process sub headings

P5 – 6 Contextual setting

P7 - Architectural Heritage

P8 - Social impact

P9 – 10 Economic Benefit to the community

P11 – 16 Relevant Planning Policy Statement and localised planning permissions in place

#### **Involvement**

P17 – 20 Consultation Process

#### **Evaluation**

P21-24 - Evaluation Statement

#### **Design**

P25 – 26 - Interpretation of Design Brief

P27 - Engineering Detailing Statement

P28 - Design Detailing Explained

P29 – Mumbles Skate Park Detailed Design Statement

#### **Access**

##### **Access statements**

P30 – 33 Access by Public Transport

P34 -36 - Access by Car and Car Parking

P37 - Access by Foot

P38 -39 - Access for Construction Traffic

P40 - Access by Bicycle

##### **Existing Services Statement**

P41

##### **Flood Risk Statement**

P42

##### **Geological Report**

P43

##### **Tree Survey, Lighting Strategy & Construction Environmental Management Plan**

P44

##### **Additional works proposed**

P45 -46

##### **Pictures of the Site and Surrounding Areas**

P47 -49

##### **List of Appendices**

P50



## Opening statement

This statement will explain in pictures and words how the development will fit in with the surrounding land and existing facilities, as well as the rationale behind the design process and the public engagement programme undertaken by Mumbles Community Council, along with the community and user group who will be helping to raise the money for the facility. Prior to arriving at this point in time.

It is part of a regeneration programme for the area as a whole, and specifically to improve the facilities for an age group who are under served currently in their field of interest. A by-product will be to widen the appeal of use to interested parties and to offer the community a modern and highly functional wheeled sport arena.

Its position sits on a grass strip that is between the promenade beside the sea and Mumbles Road. The site is already home to a Half Pipe and tarmac pad, which acts as Mumbles' only skate facility. Trees and bushes are scattered around but as we will later go on to elaborate, the plan is to incorporate many more to soften the visual impact of the new design.

In addition to the enhanced planting plan, a drinking fountain, seating, and footpaths with chicane entrances will be specified. In line with the guidance notes in the Pre-App return, the promenade will be widened where suggested to ensure compliance is guaranteed. Details of all of this will be provided within the relevant sections of this document.

The skatepark itself will be constructed from free form spray concrete with - in certain areas - narrow (25mm box section) galvanised steel edging to prevent chipping and it will be finished in a neutral and light grey colour but with flashes of colour for aesthetic purposes.

A spray concrete skatepark is significantly and demonstrably quieter in use than those built in other materials such as steel, wood or skatelite. Indeed, the existing Half Pipe falls into this latter category and will be decommissioned as part of the replacement programme. The new park itself will be sympathetically banded allowing grass to grow up to the edge of the platforms and designed to take advantage of the natural topography which will further disguise its existence to other park users and members of the public not interested in skating



## **Design Process**

The design process has been broken into the following headings for clarity

**Assessment**

**Involvement**

**Evaluation**

**Design**

This will enable planning officers to reach an informed decision on the public engagement process and the Mumbles Community Council's assessment criteria on the choosing of both location and the ultimate design.

## Assessment

### Contextual Setting

The overall site covers an area of approximately **30,206 m<sup>2</sup>** which is predominantly given over to open grass land, trees and hedging, informal pathways, and an existing skate facility. The new wheeled sports park has a build area of only **748m<sup>2</sup>** (including the link paths)

### Measure an Area



### Area Output

30206.324 m<sup>2</sup>  
0.030 km<sup>2</sup>  
7.464 Acres  
3.021 Hectares  
325138.164 Feet<sup>2</sup>





Its relatively small footprint when taken as a percentage of the green space surrounding it, is viewed as being proportionate and in keeping by the council and will not impact adversely on anyone using the park land who has no interest in riding such a facility.

Far from it indeed, this proposal will improve the whole aesthetic approach of a skatepark within a green environment that shares a greater space with differing facilities.

Given there is a Half Pipe and tarmacadamed area already on the site, there is a group of youngsters who are already using the facility for what it is and are keen to see it updated.

It should also be noted that the relatively close proximity of the Blackpill Lido (opens in May and continues until September) and Swansea Bay Land Train (the latter runs from July through to September) fits perfectly with the demographic this wheeled sport facility is intended to cater for and likely to attract.

**(Please refer to Appendices 1.0 – 1.7: the attached visuals for specific detailing on dimensions, footprints, access routes and heights etc of the elements that will be new)**

## Architectural Heritage

Llwynderw is a small area of green space which runs along what locals call “the prom” and is located between West cross and Mayals.

To the North of Llwynderw – approximately 1.5 miles - sits the Swansea University Campus and Singleton Hospital and sitting beside that, one will find housing that is typically, densely built, multi-coloured rendered two storey dwellings in a terraced format.

Around the centre of Mumbles houses tend to be a mixture of older, yet modernised and very much typical of seaside Welsh towns and villages, often rendered and painted in pastel shades with wood features. Some are even fully clad in wood and painted.

On Mumbles road itself in and around West Cross, the houses facing the seafront are sometimes quite substantial but often very well hidden with considerable amounts of planting which helps hide the houses when viewed from the road. These too are a wide range of styles and ages and the topography of this area of land has raised the majority of them onto a raised elevation in compare to Mumbles Road itself. Immediately opposite the proposed site, these houses are very much hidden by banked and planted terracing as can be seen by this picture.



Generally, there is a mixture of predominantly privately owned properties, as well as some social housing in West Cross offering a mixture of flats - including sheltered - bedsits and bungalows.

Blackpill Lido and Junction Café sit within walking distance of the proposed park on effectively the same stretch of land this replacement facility will be positioned, as does the Texaco Petrol Station and convenience store.

City and County of Swansea buildings are only 200m from the intended site.

With the area having so many architectural influences and the fact that we believe the proposed development will not be seen to be out of step or keeping with the area. We trust the planners will also view this submission in the same way.

## Social Impact

Well documented evidence from Police forces around the country attest to the fact that wheeled sports facilities such as the one under consideration are a contributing factor in reducing youth nuisance crime figures and developing social inclusion amongst a group of people who could be otherwise viewed as outsiders. In addition, the provision of such facilities sits well with the Government's strategy of getting youngsters out of an indoor and on-line gaming environment and into real outdoor physical activity. This is set out in **Sport Wales Community Sport Strategy 2012 - 2020 as well as Swansea Public Services Board, Local Well-being Plan** It is this latter document that ties in the proposal at a county level, with the aspirations of engaging the population in healthy outdoor recreational activities by providing them with modern and exciting facilities to use.

However, it should be noted that facilities such as these are not solely aimed at 8 – 16 year-old boys. With the popularity of scooters remaining as high as ever, their use in such parks broadens the user base even further by enabling first time park users to explore the use before perhaps moving onto skateboards, BMX bikes or inline skates. Wheeled sports arenas attract users from every demographic; boys, girls, men and women, fully-abled users through to those less able, occasionally including wheelchair users who are often found enjoying the facilities and interacting in a positive manner. There is also a vibrant scene within the UK for more mature users who have recently rediscovered "skating" with the advent of high quality wheeled sport arena provision and finding someone in their forties or fifties riding the park will not be an unusual sight. This will also act as a draw to youngsters as a meeting place, to ride the park, to chat and generally 'hang out' in a place they can call their own.

A criticism often unfairly levelled at such facilities is that they will encourage youngsters to drink and take drugs. Anecdotal evidence in fact suggests the opposite of this is true in a modern facility. The local police are fully on board and supportive of this project and will continue to monitor use of the site and deal with any anti-social behaviour should it arise.

We have as just mentioned the direct support of local PCSOs who work in the area and we know that the Police Service throughout Dorset support the provision of such facilities and this is highlighted by the following appendices.

**(Please refer to Appendix 2.0: Dorchester Police Press Release, Dorchester Skate Park and the subsequent drop in youth antisocial behaviour figures & 2.1 Letter from Inspector Fry)**

## Economic benefit to the Community

It is envisaged that with the provision of a skatepark it will prove to be beneficial to all the businesses that are near to the wheeled sport arena's location. We know from past experience that a new park addition will attract "Skate Tourists" and with a user demographic that will often mean they are unable to drive themselves. It is very usual practice for families to arrive in a town having dropped off the skater and spend the day shopping, sightseeing, eating or drinking and so on before collecting the boy or girl and going back home a number of hours later.

At a recent City of Swansea training course on Future Generations and Wellbeing, we were asked what we were doing to help our communities develop. Our MCC group answered that we are going to build a skatepark. The lecturer pointed out the usual more obvious points, yes it was good for the physical and mental health of those using it. But, more significantly, it was brilliant at bringing together **all** the socio-economic groups to play together. That last one according to our lecturer was a rarity.

What surprised us most was she went on to say that skateparks were very good for the local economy. In MCC research, Mums said that they always picked holidays with an eye to having a decent skatepark nearby for their children, no skatepark and the family choose somewhere else.

Even Cornwall and Devon know beautiful beaches and countryside is not enough to cut it, when you have a family holiday everyone expects a range of activities, and skateparks are on the top of their wish list. Cornwall and Devon have both invested heavily in skateparks because they know what it means for their tourism.

We know that a new skate facility increases visitor numbers by these skate tourists hugely and there will be a real and tangible financial benefit to the town once it goes ahead.

The rather unique spin off here is the fact that The Mumbles is already a destination for holiday makers, being the gateway to the Gower Peninsula's coastline and its fantastic beaches. The addition of a state of the art skate park can only increase the popularity of the area to potential visitors.

The provision of a new skate element will not increase the value of the land upon which it sits or is contained within per se, as it can only be used for leisure and recreation, however its provision will ensure the park is seen to remain alive and a vibrant part of the community.

In the Summer of last year, Maverick built and handed over a skatepark in Newquay. This was of a size that was intended to attract visitors and skate tourists from afar. We are led to believe from data acquired by the council that this facility is now the number one tourist attraction for the town.

While we cannot state this will be replicated in Llwynderw specifically – the respective sizes are quite different – we are confident in stating its provision will bring a tangible economic benefit to the town.

Of course we cannot discount the economic benefit that will be felt throughout the construction process, a significant amount of materials will need to be sourced locally and all the build crew members will stay as close to the site as possible bringing cash to the providers of accommodation and food and drink outlets.

There is also the potential for a youngster to be taken on locally to be given an apprenticeship experience with us. This is a scheme Maverick have run successfully elsewhere and will be explored directly with MCC.

## Relevant Planning Policy Statements

Over the last two years Mumbles Community Council has undergone a number of major changes and improvements in the way we work. Every plan made is guided by Welsh Government's "Well-being of Future Generations Act." As is City of Swansea.

These are not just plans that sit on a shelf. MCC is pro-active in delivering the initiatives in our 5-10 year plan.

- For example:  
We invested heavily to ensure the Santander bike scheme didn't fail.
- We're installing a covered bike hub to get families out of cars and cycling into Mumbles.
- We are providing a water filling station in Mumbles.
- We are working with local activists on pop-up-stalls to discourage the use of single use plastics.
- We help finance the regeneration of local parks.
- The skatepark is the biggest embodiment of all our principles in one project.

The following extracts from Planning Policy Wales (Edition 10, December 2018) (PPW) are of relevance:

### General:

A Resilient Wales is supported by protecting existing communities and natural environments while promoting well connected infrastructure and facilities closer to where people live. Good housing, access to services, green spaces and community facilities help to create the right conditions for better health and well-being. A more Equal Wales can be achieved by recognising the strengths of existing communities and securing socially inclusive development, so they become desirable places in which to live and work for all members of society.

### Coastal Areas:

6.5 The main planning principles for coastal places, which reflect the principles of Integrated Coastal Zone Management, are to support urban and rural development whilst at the same time being aware of, and appropriately responsive to, the challenges resulting from the dynamic interaction of natural and development pressures in coastal areas. Planning authorities should clearly establish what the coast means for them and develop, or apply, specific policies through their development plans which reflect the characteristics of their coastlines. For some authorities this may mean identifying areas likely to be suitable for development as well as those subject to significant constraints and considered to be unsuitable for development.

Supplementary Planning Guidance (SPG):

SPG relevant to the proposed development, which are available to download in full from the [www.swansea.gov.uk](http://www.swansea.gov.uk) website are as follows:

Swansea Bay Strategy (Adopted 2008) – places focus on a unified, high quality contemporary waterfront which extends from Mumbles in the west to Taw Riverside Corridor in the east. Policy BW1 focuses on creating a high quality, contemporary waterfront park between St Helen’s and West Cross, which will become an important destination central to the bay.

The following guidance has also been prepared, but not yet adopted as SPG:

Swansea Seascape CBGSB Final report - provides guidance regarding visual seascape impact, setting out matters to be considered when appraising the potential effect of development in this regard.

The Development Plan for the City and County of Swansea (adopted February 2019) following policies within it have been interrogated and are mentioned as being integral to the importance of this proposal from a policy direction standpoint.

PS1 – Sustainable Place

PS2 – Placemaking and Place Management HC1 – Historic and Cultural Environment

SI1 – Health and Well-being SI2 – Providing and Safeguarding Community Facilities and Locally Important Uses

ER2 – Strategic Green Infrastructure Network ER8 – Habitats and Species

ER11 – Trees, Hedgerows and Development

TR1 – Tourism, Recreation and Leisure Development

TR2 – Developed Coast and Waterfront

T1 – Transport Measures and Infrastructure

T2 – Active Travel

T7 – Public Rights of Way and Recreational Routes

RP1 – Safeguarding Public Health and Natural Resources

RP 2 – Noise Pollution

RP3 – Air and Light Pollution

RP5 – Avoidance of Flood Risk

Policy TR 1 refers to ‘leisure’ based developments whilst TR 2 refers to the ‘developed coast and waterfront’ in respect of future development. TR 2 sets out a list of locations which includes ‘Key destinations around Swansea Bay and states:

“Development of new visitor facilities and attractions, including proposals for sustainable recreation activities, will be permitted at the following coastal and waterfront locations, provided that they are of a scale and design that respects sensitive natural heritage, landscape, seascape and historic environment interests:”

'Key Destinations are referred to as being: Maritime Quarter/City Waterfront, St Helens, Sketty Lane, Blackpill Seafront/Lido and Mumbles Seafront, including Oystermouth, Mumbles Pier and Foreshore. The supporting text to the policy states:

“Between these areas the emphasis is on safeguarding and enhancing the environment of the Bay and other waterfront areas. Regard must be had to relevant adopted SPG documents relating to these destinations, including the Swansea Bay Strategy.”

It can be noted that the Adopted SPG 'Swansea Bay Strategy (Adopted 2008), is now somewhat dated, however, developments for leisure/tourist related facilities envisaged in that SPG are primarily clustered together at Blackpill Lido and Mumbles.

In terms of other relevant policies Policy PS 2 (Placemaking and Place Management) and Policy SI 1 'Health and Well-Being' of the LDP are of relevance in relation to ensuring that developments enhance the quality of places and spaces.

Swansea Public Services Board – Local Wellbeing Plan: This builds on the Well-being of Future Generations (Wales) Act 2015 which has seven well-being goals, the third of which is termed “A Healthier Wales” – A society where peoples physical and mental well-being is the best it can be. A society where choices and behaviours that benefit future health are understood.

Three of the four key strategy areas in this policy are deemed to be particularly relevant:

***Early Years***

***Live Well, Age Well***

***Working with Nature***

***Strong Communities***

We find that this proposal sits neatly within these remits. The MCC Community & Social Wellbeing Committee (which is the steering group for this project) aims to provide opportunities for all members of the community to have access to and participate in activities that enhance their physical and mental-well-being. To ensure that all the work of the committee adheres to the sustainable development principles of the Welsh Government Wellbeing Act.

The key objectives identified are thus:

- a. To identify ways in which the Community Council can provide opportunities for all members of the community to participate in outdoor and indoor physical activities
- b. To work with local sports and social clubs to enable them to improve facilities and increase participation.
- c. To ensure that all sporting and leisure activities address the needs of all ages and abilities, particularly older people and those with disabilities



- d. To develop new ways of reducing loneliness and isolation within the community
- e. To work towards an integrated transport strategy that encourages more active travel, e.g. safe walking routes, bike hubs and cycle paths
- f. To explore the potential for community asset transfers of recreational and leisure facilities.
- g. To encourage positive engagement with young people and youth groups.

**Implementation of the Health and Wellbeing Strategy through skatepark provision:  
A strong in mind and body future generation.**

Mental health and physical wellbeing in children and young people is increasingly being flagged up as a serious issue. This has been identified by CoS as one of their main concerns. Even with current CoS resources, plus the natural resources of the sea and Gower on the community's doorstep, disaffected youngsters is still an issue.

Research into the amount of exercise that youngsters should have has shown that we are facing an obesity crisis and will soon see the longer-term secondary impact on service provision, which will be beyond the management of the NHS.

A recent BBC article emphasised that more children are chronically obese by the time they reach secondary school than ever before. This was unheard of even a generation ago. Our children are not in a good place physically and this in turn can impact their mental health and wellbeing.

The modern world does not lend itself to the kind of nurturing that young people need, they are put under so much of the wrong type of stress, which fuels anxiety and worry which can have that distinct effect on mental health, along with their physical health.

We know that young adolescents need to get plenty of exercise, however, when they get to be twelve plus (secondary school age) sport becomes more competitive and schools, clubs and parents can sometimes replace the love and need for exercise with striving for excellence, or being part of a successful team rather than on the fun and enjoyment of just doing it.

Traditionally, organised team sports like football, rugby and netball start to be about how well you play, rather than having a kick about and a game with friends. Teachers can sometimes make matters worse by always needing to pick the most talented children for competition, leaving a large proportion of this age group feeling that sport is not for them. Skateboarding is an absolutely perfect replacement for such activities.

Our youth have also become more isolated than the last generation, in part due to the rise in social media and are far less likely to develop meaningful friendships and positive peer groups.

An antidote or inoculation against this could come from a skatepark- a shared outdoor space where they can feel welcome and safe and are allowed to be themselves whilst still challenging themselves. Engaging in physical activity, which is both challenging and social,

gets them outdoors, in the fresh air and away from computers, social media the confines of home is a positive. We found during our extensive research that skaters of different ages tell many stories, give many personal accounts, of youngsters who found a home, a safe environment to grow up, within the skating community, which they hadn't found either at school or, unfortunately, at home. We were unashamedly told that this peer group and the advice and company of older respected skaters had, quite simply, saved them. Respect and trust were words used again and again.

Our PCSOs gave MCC perhaps the most telling piece of information. The youngsters they speak to have revealed that what they mainly want is a safe place to meet. A place to feel safe.

### **The NPPF interpretation**

The National Planning Policy framework maintains the 'town centres' first approach, which means that new shops and leisure developments should look for sites in town centres first which this proposal clearly fulfils as ensuring the vitality of town centres and promoting healthy communities form key indicators to achieving sustainable development.

We hope to prove throughout the rest of this document, care has been taken to ensure the overall design fits in with future and existing planning objectives. An aesthetically pleasing addition to the park that enhances existing leisure facilities can only be viewed as being beneficial for Mumbles and we trust you, from a planner's perspective, will see it in the same way.

### **Planning permissions in place around the site:**

We have carried out a search on the Swansea Planning Portal and the latest significantly sized housing planning application we were able to find dates from March 2015, (2015/0600) which was Pre-application for the construction of 10 dwellings at 310 Mumbles Road, which is 1km to the South of the site. With no further applications from the applicant apparent and the notes from Highways indicating considerable changes would be needed to support this proposal, it is therefore deemed to have no impact on our proposal since it appears to have been abandoned.

There are additional applications for extensions and smaller works in West Cross, but once more we cannot see any of these being detrimentally affected by this proposal

We are also aware that a new carpark on Mill Lane – just up from Clyne Gardens – has just received planning permission and this is easily walkable to the site.

## **Involvement**

### **Consultation Process**

The desire from local riders for a replacement facility for the existing mini ramp / half pipe has been known by MCC for many years but the consultation process has really only in the last two years really come of age.

This coincided with the grateful involvement of a group of more mature and very motivated riders who really wanted to make this project happen. It was the engagement process that was run by them in conjunction with MCC that has led to the design presented in this application.

It started with a PACT (Police And Community Trust) meeting, where there were complaints about some teenagers causing trouble, hanging around and damaging property in the Mumbles area. The question arose - what can we do, as a community council, to appease the adults, distract and engage the youngsters and turn a negative situation into a positive one?

We started to research and found out that the Police see skateparks as a force for good and one they can easily engage with. They can pop in during regular patrols, talk to the young people there, watch the skateboarders perform and get to know young people in a way that is not confrontational. They can offer advice and get on first name terms, which is a positive for both sides. Not surprisingly, there is documented proof, that a well placed, well designed, visible skatepark lowers the youth crime rate, along with a decrease in anti-social behaviour. So from the start, for these reasons, the need for a skatepark seemed an avenue for us to explore.

MCC immediately sought the advice of the top skatepark builder in the country. They did a site visit at Llwynderw and advised that the half-pipe on the site is past its expected lifespan and needed to be replaced as a safety issue. They had no financial incentive for this appraisal. It is their professional, expert opinion.

### **The meeting in the Ostreme centre**

MCC had thought that it might be wise to ask a few adult skateboarders to our Community and Social-wellbeing Committee Meeting, so it sent out invites to some of the local skateboard and surfing community. We were amazed at how many people responded, saying they would most certainly turn up to have their say. We quickly realised that we would need a bigger venue than our little Community Council Office, so we booked the Ostreme centre. The room was packed out. The meeting was an eye opener, here were so many adults, saying that they travelled great distances from Swansea and Mumbles to Skateboarding parks across the country. They have children who also skateboard. They travel across the country, choosing to spend money elsewhere doing this because there is nothing here for them. This is such a missed opportunity for the community and commerce.

We talked to many groups of older citizens who use our community centres. They were instantly supportive. "Give them somewhere to go and something to do."

The consultation process covered every known aspect of skate park provision; location, style, heights and make up of park features as well as including items that were seen to be desirous by the council. The latest of which was the water fountain.

### **Why Llwynderw?**

Siting the Skatepark at Llwynderw is not an arbitrary choice, it is a well researched decision. When deciding the most ideal site for a new skatepark MCC identified and researched all possible sites within our boundary. We and the users wanted a site which is accessible on foot, by cycle or skating. We acknowledged that parking needed to be addressed.

### **Present Skatepark site at Llwynderw**

This is a tried and tested site. There is no history of vandalism or poor behaviour.

Our tender document stated:

After extensive public consultation, MCC has identified that it is looking for an exciting and dynamic Skatepark, suitable for skateboards, skates, scooters and BMX use, in the area of land immediately surrounding the existing half pipe and asphalt 'basketball' area, between the main road and the promenade path.

The Skatepark should have a design that is workable and yet distinct and represents Mumbles and the history of wheeled sport in our area. The design should also be sympathetic to the beauty of the area and the views, enhancing and adding character to this area of the promenade.

We made it clear that the design should be zoned for the use of experienced users, learners and young children.

### **Alternative site considerations:**

#### **Langland tennis courts**

A motion was passed by MCC that they would only fund the refurbishment of the tennis courts for tennis. No other sport or activity. So that was out.

#### **Underhill Park.**

The planned development of Underhill was already about 4 years in discussion with no sign of a plan or lease. We decided that we couldn't wait another 2 years for them to get organised. During this time with joint meetings of MCC there was never any suggestion from the body organising Underhill that they wanted the skatepark to be considered for their site.

#### **Limeslade carpark**

The car park is not owned by one single body. Negotiations would have been difficult plus the fact that it could possibly mean increased traffic through Mumbles, which is what MCC is striving to address and avoid.

#### **Mumbles Tennis Courts**

These had to be ruled out because of the uncertainty of future uses.

#### **Village Green at West Cross**

Local councillors are already in talks with the local business community about building a park in front of the shops. These are the people traders want to attract. Residents above the shops and further along the road do not want a skatepark on the green. There is also a large gas pipe-line which runs across the site. It is therefore not possible to sink a bowl into the green.

## **Blackpill**

The sea-ward piece of land, opposite Blackpill Garage was discussed. At first glance it seemed a good location. Away from the road and good sight lines. However, this is part of the Blackpill nature reserve. It is a safe place for Ringed Plovers and Oystercatchers. It is partially a triple SSSI site. Local naturalists made it clear that they would mount a lengthy campaign against building on this site. We canvassed widely with the families who use the Lido. We repeatedly heard, "It's an accident waiting to happen." That area is designed for tiny tots and buggies, prams and tricycles. Families were very pleased that a skatepark was going to be built and very happy that it would be sited away from the toddlers, as they both need their own space.

MCC sees no point in asking the public for practical advice and then blatantly ignoring it.

## **The tender and wider engagement process**

After putting out the tender and reading the subsequent plans and proposals, we were assured that all engineering difficulties could be managed. Now was the time for finding out what the rate payers of MCC had to say.

MCC realised that it had to set in place serious research vehicles to support the serious expenditure of public money. And test the public response to the Llwynderw site.

We used Survey Monkey for an initial canvass. This allowed us to ask people in our area what they thought of this particular idea and site and to find out how popular they were, or not. Respondents had to put in their postcode so we knew they lived in the area.

The result was astounding, a high percentage were in favour of a skatepark, they were also asked the questions, as to whether their friends and family would use it and also, did they think that the area on the seafront by the current skate ramp/ half pipe, would be a good site for a renewed skatepark. The answers to all three questions were a resounding, "Yes!"

In a one-week period the survey gave us:

48,224 Total Reach

1,849 Reactions Comments & Shares

15,918 Post Clicks

4,738 Photo Views

11,180 Other Clicks

Continuing our consultations, we went to speak with the young people in our local Junior and Secondary schools to find out what they thought.

For example, Mayals school was asked if they could ask their children's council the same questions and give us the results.

The Headmaster responded. He explained that this was not good enough for the children as the children wanted to tell us themselves what they wanted from the skatepark and made it clear that they wanted to be involved in the project right from the start. They were asking for ownership of and partnership in the project. This was echoed in school after school.

And so it began. St David's school had the same attitude, yes, they would use the park and they had suggestions and designs for us. On visits to Llwynderw and Whitestone, they were passionate about a skatepark, they had specific designs they wanted and they gave us so many drawings! We promised to pass them on to whoever designed the skatepark. During the visits the teachers were so positive about a skatepark as a marvellous way to get children to do a physical activity they enjoyed that could become a lifelong activity. Grange School took over a complete Assembly time. Teachers remarked that children who habitually make no contribution to a discussion became involved. Parents who indirectly found out about the research began contacting councillors to make sure their voices were heard. Teachers and parents wanted a skatepark, they see it as a great addition to our local area.

All of the Secondary schools were contacted via Governors and teachers and all returned completely positive responses.

Going back to the parents and teachers who spoke to us, they said their children would gladly skateboard, skate, BMX, or scooter for hours, if they just had the space to do that. Mayals school were very excited about the prospect of taking their children down to their skatepark every Friday afternoon as part of their activities agenda. Suddenly, the amount of physical activity a child needs to achieve each day to be considered fit, could be within easy reach. This is one of the school's guiding principles, echoed in all of the schools, of helping to develop strong, healthy confident children and young people.

#### **Detailed design meetings**

The user group were also led towards a design that would be seen to be aesthetically pleasing to those in the vicinity who would have no interest in riding it themselves. At all stages of the design process this core group were involved in key decisions and kept informed with updated information that would influence the design.

As the design developed over the years, elements were incorporated or enhanced to ensure the park was going to be as widely accessible as possible to as many people as possible. This naturally is including those who are less able and would want to use the facility in their wheel chairs. It is this latter design requirement that led to the final design amendment at the suggestion of a young Welsh girl who is the current world "Wheelchair motocross champion" which would enable wheelchair motocross ( WCMX) riders to be able to use the skatepark at Llwynderw and that was the widening of a number of platforms that would make using the park from a wheelchair user's perspective, easier.

A further example of this would be the decision to alter both paths from the park leading to the promenade and including chicane entrances. The group embraced the changes, immediately understanding the rationale behind their inclusion.

The engagement team has performed in an exemplary manner, the users genuinely feel like their views have been listened to and delivered upon and this is always key to having the main players in the design group emotionally engaged with the project. This is sometimes referred to as having "perceived ownership" of a scheme, and in this instance, it is exactly this that has happened.

## Evaluation

It is clear from the consultation and engagement process that a mandate for the facility was set. Taking stock of the original idea, there are major positives for the welfare and well-being of the community, in that:

Police, private individuals and parents want an open access resource that will appeal to a broad section of the community and include young people who might drift into antisocial behaviour due to boredom and inactivity and the lack of a positive peer group and older experienced role models.

- Parents, teachers and children identify the need for access to a free, open air sports facility that can be used socially by individuals, families and groups.
- Skateboarding and wheeled sports (BMX, skating, and scootering) can provide individuals with self-improvement goals in both competitive and non-competitive arenas.
- A local skateboarding charity has offered to work with youngsters who would not normally have access to the sport or the equipment.

### **The additional benefit of a skate park:**

It's an excellent place for young people to meet each other. It is now well documented that Social media is not the place to make safe, strong friendships.

Teens are shy, they can find it difficult to string a sentence together when strangers are involved. This means making new friends can be extremely difficult. Friends made on social media are not in any way as useful as physical tangible friends you can meet enjoying a shared activity. Boys and girls can find the whole interaction thing excruciatingly embarrassing, that's where a space like a skatepark comes into its own.

They can stand on the side-lines, in fact they have to wait their turn, they can talk about the person skating they can talk about their rig, they don't have to talk at all they can just be. This is an incredibly important resource, there are not many such spaces that offer such an easy opportunity for friendly social interaction. Yes, you may get camaraderie from other sports, but there's always the shadow of "them and us". The competition being the other team. The competition with skateboarding is more aimed at yourself.

It is supportive and empathic. One boy said during the engagement process, "I don't laugh when someone falls, 'cos I have fallen in the same way, we have the same bruises". This defines empathy and resilience; and explained in one sentence.

### **Location and construction**

To locate the facility in a position and place that was acceptable to all – this includes residents who may not use that facility, but those who could potentially be affected by its provision. To make it multi-functional to all wheeled sport disciplines, for it to be made of free form concrete to facilitate the smoothest of rides and for it to be the quietest of mediums to be built from.



The design had to be aesthetically pleasing as well as reflecting the wishes of the user group and the execution of the build was to be done by the industry leader.

The council wished to make the design unique and aesthetically pleasing to both the skate community and any other park user. Fortunately, with the budget and space available there was little in the way of compromise that had to be resolved amongst the stakeholder group and the end design reflects the fulfilled wishes of them all.

### **Mumbles is strongly defined by our surfing, and skateboarding culture Beach Life!**

Growing up 20 years ago, beach life culture influenced all of us in how we dressed, where we bought our clothes (Dave Frier)! It gave Mumbles its identity. It lent Mumbles a much needed glamour that we seem to have lost. This culture is still with us, it's just been pushed underground. We only need a really good skatepark to showcase it again. You only need to look at Cornwall and Devon to see how they embrace the skateboarding/surfboarding culture and how it pays them to do so.

### **Skateboarding will be an Olympic Sport in 2020**

Swansea really could get some homegrown talent simply by giving the skateboarding, BMX community much better facilities. James Jones is a young man from Swansea. He is in the British Olympic team for Tokyo 2020. He had to leave Swansea to go where there were better facilities. It's sad he couldn't have stayed closer to home, and inspired others. He drove a 5 hour round trip to be at the Ostreme meeting and show his support for this project.

### **Self-policing spaces**

MCC has been asked how it foresees the management of the site. There is not a single solution. Experienced skateboarders co-opted onto the MCC Community committee have advised that:

Experience has shown them that there will be self-management of the site. It is intrinsic to the design that vandalism of a concrete skatepark is not usual but can be managed through setting acceptable codes of behaviour and implementing them through self-appointed park "rangers" drawn from the user group themselves who are known and respected members of the riding community.

Skateboarders themselves will ensure that the site is respected. Any inappropriate behaviour is, apparently, quickly discussed on social media, so positive peer pressure will keep the site safe.

In Haverford West there is a "Gentleman's Club" of senior skaters who oversee or manage the site. We have been assured that a similar arrangement will operate at Llwynderw. We have seen in many meetings that mature skaters have total respect.

Local Junior school pupils have asked that they design signage which will give, "Do's and Don'ts". They are already feeling ownership of the site.

Parental involvement. Mums have offered to run a rota at weekends. There will different times dedicated to different ability groups.

PCSO's have agreed to and will help patrol the site.

MCC have involved every Junior and Senior school in the initial survey. Every response has been positive. Youngsters are already taking ownership of the project.

The present Llwynderw facility is not vandalised. There is no history of misbehaviour or misuse.

MCC will inspect the site weekly. A start up patrol could be funded for the first 6 months when usage will be at its highest.

Landscaping will provide lines of sight from every angle.

Regular maintenance of the landscaping and the regular emptying of waste bins will set the standard for the expectation that the site is to be respected.

When many different skaters were asked for advice on how best to "police" this space, they all answered in much the same way. We, the skateboarding community police it. All they ask is to put the new park where the skateboard ramp already is. They point out that in all the years that the ramp has been there, there have not been any problems.

It is between a busy road on one side, and the Seafront path the other. It makes the young people feel safer. Yes, it's enlightening to learn that teens fear crime, and being victims of crime. When there was a large scale questionnaire put out to teens and young adults about the sort of spaces they wanted to interact in, the most important point that kept coming up was safety and wanting to be in plain view of others. They don't want to be hidden away; they feel safer in plain sight. We can do that for our children we can keep them under our respective noses where they want to be.

Whole family activities is MCC's plan. Decent seating and a well planned space makes for a happy destination. A community space to bring the community together.

MCC is already pursuing an agenda of Wellbeing by funding bicycle racks and water filling stations in Mumbles. MCC is against single use of plastic bottles and encourages and supports sustainability. Therefore, there will be a water filling station on the site. There will be cycle racks to facilitate skaters and families who want to stay off the roads. There is a succession of outdoor gym stations along the prom from Ripples Green which makes an exercise highway up to Blackpill Lido. The skatepark is within walking distance for local schools.

A CoS officer made the point after the pre-planning application that he was worried about skaters doing tricks "5 foot in the air" and causing traffic holdups and accidents. As the plans show, the bowl is placed down the slope, away from the road and is sunk into the ground. We have been advised by other relatively new skateparks such as Porthcawl, that there is increased interest for the first couple of weeks but that soon goes back to normal and further questioning of the proposed supplier leads us to believe that they cannot find evidence of a skater performing a trick in a skate park that has led to an accident on the road near to it due to the driver being distracted.

There have been concerns raised by some residents that there will be increased noise. Tests have shown that the new skatepark will be less noisy than the old half-pipe and that the level will be lower than that of the ambient noise of the traffic on the road.

## Design

### Interpretation of the design brief

To fulfil the design brief there were definite parameters that had to be met. The scheme had to be functional above all else, it has to work as a skatepark, or it will become a white elephant. Secondary to this is the overall look. To reduce the impact of the main body of concrete within a green park environment it was designed so the upright units facing the houses on Mumbles Road are bunded and will be seeded. Naturally this effectively hides the unit when viewed from a distance and all that will be visible will be low grassy mounds interspersed with patches of concrete.

To illustrate, here is a picture of a similar Skatepark in Henley-on-Thames.



The concrete is uncoloured and once cured presents a light grey appearance. There are elements of bright steel work within the park which are there to protect edging and avoid chipping when the park is in use. You can see where by inspecting the attached visuals.

### Implementation of design - Risky behaviour and modern Gladiators

There has been research done in the field of Play Development, that shows that children need an element of risk in their play for their young brains to develop properly. Play that involves balance is particularly useful in aiding their brain's growth.

When children engage in any skateboarding, scootering, skating activity, their ability to concentrate for longer periods of time has been recorded. This has been seen with children with learning difficulties, and emotional developmental problems. Skateboarding seems to encourage a type of active mindfulness, not unlike that caused by Yoga. Unlike Yoga, the element of risk is an important part of this process. The adolescent brain needs that "hit" of fear, and confrontation they get from doing their skateboarding tricks, which leaves them calm, and clear headed, the full concentration when they need to fulfil the trick, completely clearing the mind of anything else. Active meditation no less!

The challenge they are up against is simply themselves, but they are also performing for others and they want to be seen, this is incredibly important for young people, this chance to shine in something.

One young man who contributed to MCC's research said that skateboarders only take on air, they want a bowl that will be exhilarating. When asked if it was his own Coliseum he laughed and said, "We are all Gladiators!"

### **Ensuring Site Cleanliness**

MCC have already taken on a number of cleanliness and hygiene contracts which would otherwise mean local facilities would have had to close.

MCC will provide funding for suitable bins and would work with CoS to come to a suitable costing for any additional need.

Whilst MCC recognises that CoS is under tight budgetary constraints at present, it needs to be noted that the facility is 'added value' for the Local Authority and as such it respectfully reminds CoS of the shared responsibility to residents who pay their Community Charges.

**(See Appendix 1.0 – 1.7: Park Visuals)**

## Engineering Detail Statement

Additionally, you can see below an example of a typical concrete element with the protective steel edges shown. There will be similar construction methods within this design.

# STEEL STRIP EDGING DETAIL



We have addressed drainage by utilising positive drainage straight into the surrounding edges of the street section of the skate park and a suitable SUDS compatible drainage system will be provided for the skate bowl which will be illustrated in the following and additional SAB application.

We have however, had the site surveyed to allow us to understand the topographical layout which has shaped our initial drainage solution when taken in conjunction with the Geotechnical Survey Report and the FRA which have both been supplied.

The suite of construction engineering drawings will be commissioned once planning permission is secured and our engineer's expertise on all matters pertaining to successful drainage design will be employed to the full in the creation of said drawings.

## **The Design Detailing Explained**

The design features all the elements that the user group wanted to see in a skate park. The idea behind the facility is that the routes around the park link up so they can work as one long flowing run. It will be fast and primarily a huge amount of fun to ride. Its design compliments the existing skate park and offers a completely different style of ride to anyone using it. The facility has been designed to fit with the existing landscape and fit in with the overall aesthetic. The benches and bins have been included as part of the design and are positioned off the main runs yet remain sited to be RoSPA compliant as well as being positioned to be in prime viewing positions.

It is important to bear in mind the facility has been designed to cater for ALL skate disciplines and skill levels. It will also encourage use by those of a less able disposition. It is an all-inclusive design in every sense of the word. The park has been designed to be built up and to fit within the existing site. The surface of the skate park will be finished so that it is quiet, smooth and fast, yet retains adequate grip for skate and BMX.

## **Safeguarding and Welfare considerations**

MCC is very aware of the need to safeguard more vulnerable children and adults alike. Everyone will be in plain sight of joggers, cyclists and walkers with an obvious demarcation of the skating area. Seating and a picnic table for family members near the children's zone will also be provided

## **Safety of participants and users of the Prom**

Local schoolchildren and the skating community have already asked if they can design boards with Do's and Don'ts.

There will be a fence with a Hawthorne hedge which will be a border next to the road for the length of the Skatepark to prevent access from the road, so there will be no dropping off from cars on the road. The abundant shrub boundary of the adjoining property making the natural boundary on the Mumbles side. The path from the children's sector will only give access to the prom via a hooped gate. Skaters will have to stop to be able to access the prom. The path on the other side will be punctuated by a disabled hooped access gate. Again, users cannot skate straight onto the prom. This will ensure a slow exit and remind users of the change of pace of prom users.

A physical landscaped and planted boundary between the paths will also discourage access directly from the prom between these two entrances

The well thought out design is there to act as a marker to proclaim the facility as one the town is proud to own, is unique to the area and one the town would want to promote.

This facility should be seen as a public space available to all and a great addition to the community.

## MUMBLES SKATEPARK DETAILED DESIGN STATEMENT

The design for the Skatepark has been drawn up in line with local user group requests and represents their ideas in tandem with fiscal and spatial constraints set by the council.

For a detailed statement on the thinking behind the physical design and functionality of the park please refer to: **Appendix 3 Skatepark Design Statement**



# Access

## Access by public transport

### National Rail Network Map

As can be seen access to can be gained by the national Rail Network. Cross Country and Great Western Railway hold franchises that will provide the service for visitors to **SWANSEA** (the closest train station). The simplified map below shows how users would be able to visit the area from any part of the whole country if rail is their preferred method of transport.



The train station nearest the site is **SWANSEA**, buses go to and directly from the skate park. The stop **Llwynderw Drive - stop id swapjwa** is approximately 150 m from site. The journey time is approximately 27minutes being roughly 3.6miles between the two destinations.

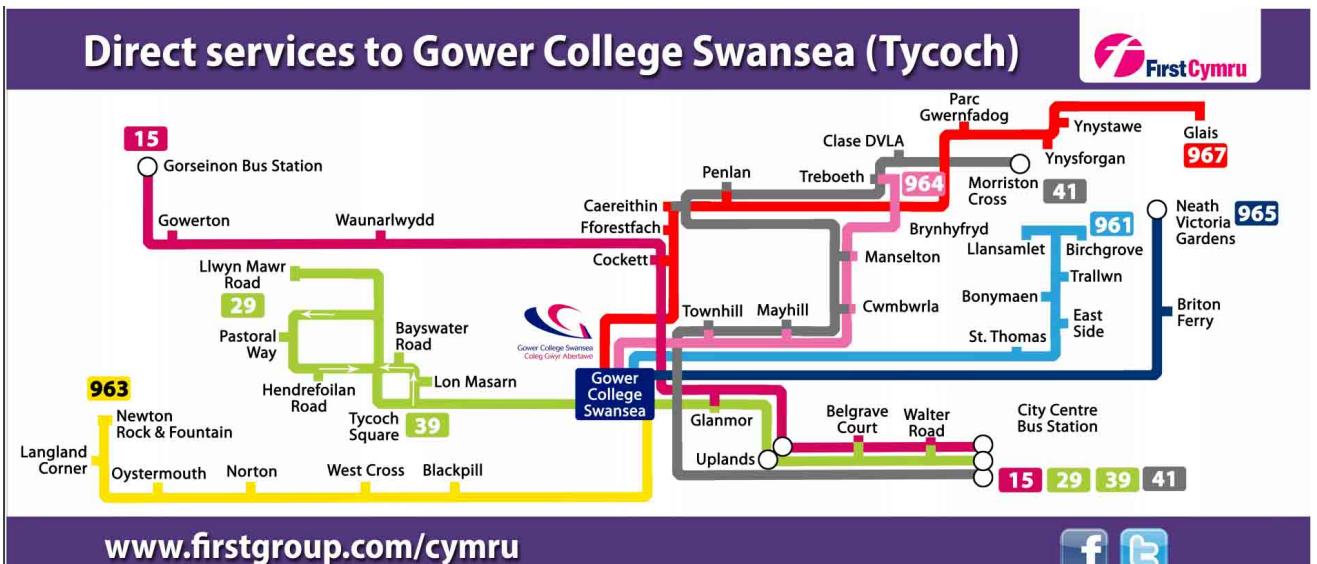
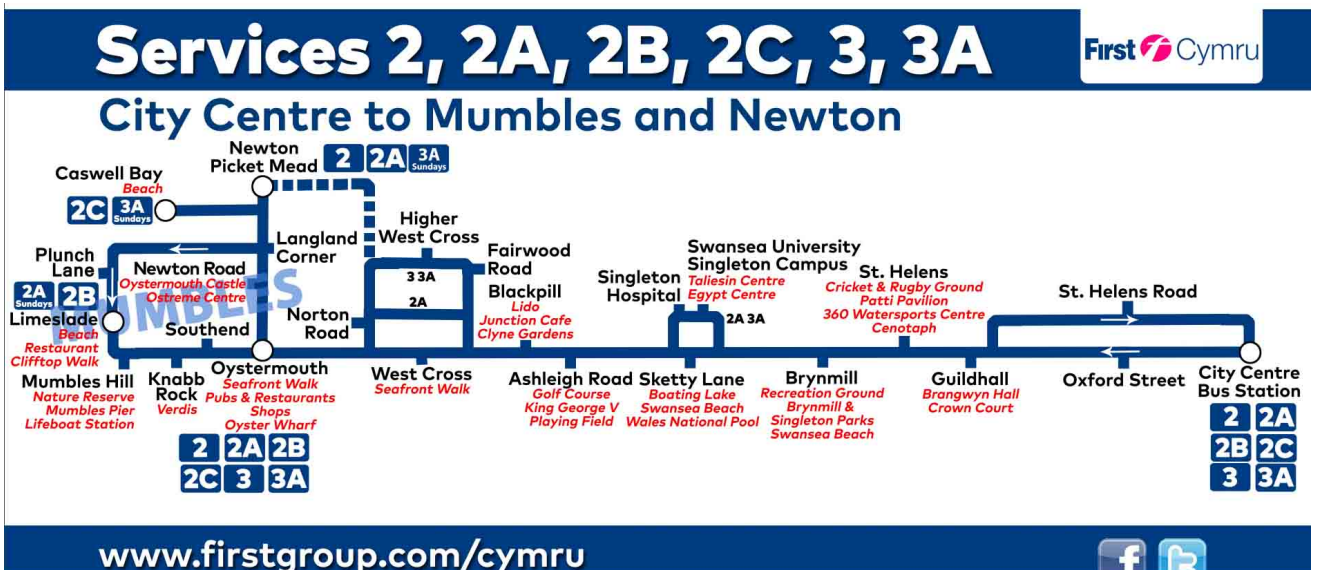
Buses leave on average every 15 minutes.

The services 2, 2A, 2B, 2C 3A, 14A and 963 all travel to this stop.



## BUS ROUTES TO WEST CROSS, SWANSEA

First Group hold the franchise for bus routes in and around West Cross. While it is possible to access the intended site from pretty much any point in the UK via bus the reality is, we do not expect visitors to use this method from any further afield than say Llansamlet, Fforest-fach or perhaps Llanelli. Therefore, the schematics below will reflect this.





BELOW IS A SCHEMATIC SHOWING THE ROUTE NUMBERS FOR THE NEAREST BUS STOPS TO THE SITE



## Access by car and car parking

There are two obvious car parks for those wishing to arrive by car and it they are indicated below:

### Blackpill / Clyne Gardens Car Park

description

Mumbles Road, near SA3 5AS

- 138 spaces
- 9.00am - 7.00pm
- Barrier: No

Park here for Clyne Valley Country Park, Clyne Gardens, Blackpill Lido, Promenade and Swansea Bay, Places to eat

All day transferable ticket £5

Charges - £1.50 1 hour, £3.00 2 hours, £5.00 all day, Blue Badge concessions available

This car park is a distance of approximately 730m from site which could easily be walked or a combination of a very short walk to the post office bus stop on Mumbles Road and then catch a bus for one stop to Llwynderw Drive bus stop. The reality however is, we do not believe the bus option will be taken given the distance is so short.



There is a smaller car park nearer to site, but we are unable to find a note of the car parking charges on line. It may be referred to as the Woodman Car park whose entrance is directly opposite the Petrol Station and The Woodman PUBLIC HOUSE. The distance from site is approximately 440m



Additionally we can see there are opportunities to park on the street on roads that sit off Mumbles Road. We can see no obvious restrictions on parking here but clearly any spaces would primarily be aimed at the residents who may live opposite.

Additionally, as mentioned before, there is planning in place for a new carpark on Mill Lane which is well within walking distance and on the City of Swansea's website giving information on the existing half pipe, they suggest parking at Singleton. We however believe this is unlikely to be used given the closer options users can choose from.

**Parking is not an option on Mumbles Road itself, we are also aware the TRO's are expected to be placed along Mumbles Road close to the proposed facility forbidding either stopping or parking.**

#### **Public information on parking**

A site map will be widely distributed and publicised. Visitors will be directed to access the Skatepark on foot, bike, scooter, skateboard.... with clearly delineated bus stops and paths down onto the prom.

The map will also highlight current parking areas and discourage parking in residential zones by informing visitors that MCC can fund a regular traffic warden (although this has not yet been delivered by CoS)

There will be a significant use of signage to direct users to local parking and inform on the consequences of prohibited parking.

The 2 nearby bus-stops have tarmac paths with direct routes to the prom. There are crossing points at West Cross, Llwynderw and Blackpill near these bus stops.

The natural dropping off points will become Blackpill and West Cross. There are already designated crossing places that can be accessed by pedestrians wishing to cross the busy road. The bus stops nearby have pathways to access the promenade. There are crossing points at West Cross, Llwynderw and Blackpill near these bus stops

Our co-opted skateboard users on MCC's Community Committee have informed us that they are accustomed to having to "park and walk" to popular skatepark sites. Cardiff has a 15 minute walk from the carpark, Haverford West has a 10 minute walk. Signage will direct skaters to carparks at Singleton, the new carpark at Mill Lane or the Park and Ride at Swansea Rec. and so on. City of Swansea's own website already directs skaters using the Llwynderw half-pipe site to Singleton carpark.

Mumbles is already a popular destination; however, although an initial concern about parking is likely, educating the Skate community and the local community will be key in avoiding initial opposition.

We recognise that the park could become a draw for competitive and Skate Jam type events, if the facilities are popular and meet the standard we plan to attain.

Therefore, MCC will seek to work with CofS to facilitate the use of park and ride facilities. MCC will be guided on how such events are costed and organised, for example, on the Big Weekend event – particularly the use of the University sites at Ashleigh Road and the campus.

In addition to significant publication online and the likely use of social networks to advertise the park, MCC would also provide a press release and work with schools and local clubs to educate and assert the need for planned and considerate use of the facility.

There are already designated crossing places that can be accessed by pedestrians wishing to cross the busy road to gain access to the park once they have parked their car and walked to site.

Given the choices available to users who intend to arrive by car, we would suggest there will be ample spaces for those who do, especially given that the typical demographic of the facility user would be that of someone who does not yet drive.

## **Access by foot**

The new facility can be reached easily by foot from many directions and access points along the way, but we would expect nearly everyone who chooses to walk to take advantage of the Promenade path beside the sea wall which stretches from Mumbles Pier all the way to Blackpill Car Park, a length of nearly 4kms.

Mumbles Road, which broadly matches the route of this path only has a pavement on one side and that side is opposite to the side upon which the land the skatepark will sit.

There are formal pedestrian crossings in place that would enable users to cross the road in total safety, the nearest of which is only 150m to the south of the site. They would only need to cross the open grass land – a distance of about 30m - after this to arrive at the Promenade path.

The existing link path from the Promenade to the skatepark will be enhanced and a second link path will be created, both of which will have chicane entrances, and these paths will encourage visitors to arrive from this direction.

We are certain that the Promenade Path is already accessed at multiple points in this manner from Mumbles Road by pedestrians, so we can see no issue with this method of access.

Additionally, part of the design process has placed both an enhanced hedge line and low fence – on the skate side of the hedges – along the green between the skate park and Mumbles Road. The rationale behind this is to discourage either pedestrians from accessing the park directly from Mumbles Road at that point, and to also deter visitors being dropped off by car and stopping opposite the site.

We understand TRO's will be put in place along this stretch of road to formally stop this from happening.

**Details of the pedestrian access routes, new and existing footpaths, hedges and fence lines are shown in the attached visuals.**



### Access for construction traffic

There is only one viable route into the skatepark, we will need to access via Mumbles Road since utilising the Promenade has been ruled out on grounds of both safety to the users of it and potential damage to the surface of the Promenade itself due to the weight of the vehicles we will need to use to deliver the project.

A temporary trackway system (as indicated below) to the site to ensure a problem free delivery will form part of our TMP.

### Below is the anticipated entrance to the skatepark site



### Schematic showing point of Construction Traffic entry and routes to site areas

As can be seen by the visual below we intend to access the site from an angle. The reason behind this is to ensure we will not block the road even temporarily by forcing delivery vehicles to approach the site from a right angle. Access and Egress will naturally be controlled by trained banks men. No new permanent paths or roads will need to be created to effect delivery. Park users will not be restricted from accessing the rest of the park land whilst works are in progress.



Further details of this routing will be found in the attached **Visuals Appendices**

We have already been in contact with Highways about the practicalities of delivering this project and from our most recent conversation with Amanda Pugh and in line with the comments given in the Pre-Application Advice letter from Kayleigh Lazell, we recognise a number of issues during and post the construction phase will need to be agreed.

We spoke with Dean Howard from Highways on 7<sup>th</sup> October and discussed the requirements of the project and we believe we have a delivery plan that will meet with approval. A copy of the Traffic Management Plan has been forwarded to him to allow him to view it ahead of the formal planning process. The TMP submitted with this application will have incorporated any amendments suggested by Mr Howard as a result of this information exchange.

We believe that a TRO will be placed on the road immediately adjacent to the skatepark once the park has been completed to stop random “drop off’s” of skaters wishing to use the park, but since this is likely to happen after the park is completed, it will not have an impact on the delivery of the project.

Please see:

**Appendix 4.0 Mumbles Traffic Management Plan**



## Access for those arriving by bike

This project is ideally suited to anyone who chooses to arrive by cycle and compliments MCC's commitment to promoting the use of bikes and cycling in Mumbles.

The site sits exactly on the National Cycle Network Route 4 linking many larger towns and cities with the sites location. It is the Promenade Path we have referenced many times which makes up this section of NCNR4.



## **Existing Services Statement**

In line with good operational practices, desktop surveys have already been carried out for the known utility companies who have services in the area.

Returns were received identifying returns on the site.

The location and orientation of the skatepark has been positioned to ensure the owners of the service runs will not object to the provision of the facility by adhering to their easement requirements, nor will it present a danger to the build crew during the construction phase.

A composite overlay showing the known service runs and the skatepark has been provided for your information purposes.

Please See:

**Appendix 5.0 Services and Skatepark Composite Overlay**

## **Flood risk assessment and statement**

Given the site partially sits on a flood zone, we have instructed the commissioning of a formal Flood Risk Assessment to accompany this application.

To aid the production of this, we were able to provide M-EC Consulting Development Engineers with the Geotechnical report we had commissioned (see following page) and the required 3D visualisations along with a Topographical Survey which was carried out by Dorset Land Surveying Ltd.

We are mindful that the scheme needs SuDS consent and SAB approval as well, the suggested drainage solution will be found within the FRA and appropriate Engineering Drawing and SAB approval will be sought through the appropriate and separate SAB approval channel. M-EC are also undertaking the documentation creation for this application.

This report is attached as

**Appendix 6.0 Flood Risk Assessment**

## Geotechnical Report

To ensure we can provide a fully reasoned and thought out application, a Geotechnical Report has been commissioned and carried out by Terra Firma Ltd to ensure the exact ground conditions are known and percolation tests carried out to shape the drainage solution for the skatepark.

This report is attached as

**Appendix 7.0 Geotechnical Report**

**and**

**Appendix 7.1 Site Photos Complementing Geo Report**

## Tree Survey

We have commissioned a Tree Survey, Tree Constraints Plan and summary report – compliant to BS5837 (2012)

and

An Arboricultural Impact Assessment and Tree Protection Plan / Method Statement from Arbtech Consulting Ltd whom we believe are known to Swansea City Council and by default, Swansea City's planning department.

This report is attached as

**Appendix 8.0 Tree Survey and Summary Report.**

## Lighting Strategy

We are aware of the need for a sensitive lighting strategy as outlined in the Pre-Application Advice letter issued 05.06.19.

However, we cannot see the need for a separate document to outline this since our construction methodology does not call for temporary floodlighting during the build process. The site will not be illuminated in any way, at any point of the build procedure, and we would be happy to sign a declaration to this point to satisfy the designated LPA Planning Ecologist or indeed meet with them if this is deemed to be a requirement.

Site work will only take place during daylight hours – typically 7.30am through to about 5.30pm Monday to Friday with no work taking place over the weekend.

Nor, it should be noted, are there any current proposals to flood light the park once completed.

## Ecological Assessment

A Preliminary Ecological Assessment (PEA) has been carried out as requested in the Pre-Application Advice letter.

Please see:

**Appendix 9.0 Preliminary Ecological Assessment**

## Pollution Prevention

A Construction Environmental Management Plan has been provided as requested in the Pre-Application Advice letter.

Please see:

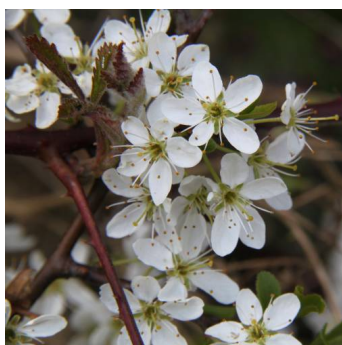
**Appendix 10.0 Construction Environmental Management Plan**

## Additional works proposed on the site

### Additional planting

Provision has been made to allow for additional planting to both enhance visual protection from outside of the park area when viewed from Mumbles Road. It is suggested that we specify a hardy plant which will grow into a dense hedge line that is also attractive.

Blackthorn (*Prunus spinosa*) is an ideal plant for maritime conditions, it is a native plant to the UK and specifically the Gower and bears copious prays of white blossom in April and purple black fruits (sloes) in Autumn. The branches have black bark and thorns – which obviously gives the plant its name.



We have had extensive experience in the specification of planting in and around skate parks and we have to be mindful of the typical demographic of the people who will be using the facility. Without wishing to cast aspersions on any individuals, typically, your average skater is inclined to take the shortest route from A to B (A being an approach point from the road or path and B being the skate park), and this will include going through planting schemes. Therefore, we suggest that hedge lines are best suited to species which will discourage this. A dense, hard wooded and thorny plant such as Blackthorn therefore is an ideal candidate and has worked well for us in the past, reaching maturity without skater shaped gaps through the hedges appearing.

Common Hawthorn (*Crataegus monogyna* or perhaps *Rhamphiolepis umbellata*) for example, could provide a logical alternative. It is suitable to all soil types and sites other than dense shade or very wet soils. They are tolerant to exposed weather conditions and form hedgerows beautifully. It is also a native species to the UK.

It provides an abundance of white scented blossom in May and develops glossy red haws in autumn. As with the Blackthorn, branches are also covered with thorns.





Hawthorn hedges can grow to a height of between 1.5 and 4 m with a similar growth rate to the Blackthorn. Once a desired height is reached or the council think the hedge should be trimmed back, pruning for both is best done after flowering or in the autumn.

Mumbles Community Council, however, would be open to suggestion from the planners should there be a preference for a different planting scheme to the one suggested.

### Wild flower seeding

The council are also proposing to enhance the land surrounding the skate park (see attached visual) by sowing wild flower seeds that are native to the area. Genus of flowers to be agreed with the relevant department’s representative at City of Swansea Council however, we have received advice from Mr Alan Kearsley-Evans of the National Trust who suggested we look at specifying a mix known as Pollen and Nectar Floristically enhanced margin flowers.

### Fencing

A short length of fencing has now been specified to comply with the suggestions made by planners at the pre-application advice stage. There will not be a gate in the fence line. The fence line will sit inside the new hedge line as described above, facing into the skate park. The hedges will, in a short space of time, hide this new fence when viewed from Mumbles Road.

The preference will be to specify galvanised, then powder coated bow top fencing, 1.2m in height. The RAL colour is yet to be specified, but it is thought RAL 6037 Pure Green would be a suitably muted colour. If your planners prefer something different, we would be happy to accommodate any other suggestion.

RAL 6024	Verkeftrgrün	Traffic green	Vert signalisation	Verde tráfico	Verde traffico	Verkeftrgroen
RAL 6025	Farngrün	Fern green	Vert fougère	Verde helecho	Verde felcia	Verengroen
RAL 6026	Opalgrün	Opal green	Vert opale	Verde opalo	Verde opale	Opalgroen
RAL 6027	Lichtgrün	Light green	Vert clair	Verde luminoso	Verde chiaro	Lichtgroen
RAL 6028	Kieferngrün	Pine green	Vert pin	Verde pino	Verde pin	Pijnbomegroen
RAL 6029	Mintgrün	Mint green	Vert menthe	Verde menta	Verde menta	Mintgroen
RAL 6032	Signalgrün	Signal green	Vert de sécurité	Verde señales	Verde segnale	Signaalgroen
RAL 6033	Mintturkis	Mint turquoise	Turquoise menthe	Turquesa menta	Turchese menta	Mintturquoise
RAL 6034	Pastelturkis	Pastel turquoise	Turquoise pastel	Turquesa pastel	Turchese pastello	Pastelturquoise
RAL 6035	Perlegrün	Perle green	Vert nacré	Verde perlaso	Verde perlato	Perlegroen
RAL 6036	Perleopgrün	Perle opal green	Vert opal nacré	Verde opalo perlado	Verde opalo perlato	Perleopgroen
RAL 6037	Reingrün	Pure green	Vert pur	Verde puro	Verde puro	Zafergroen
RAL 6038	Leuchtgrün	Luminous green	Vert brillant	Verde brillante	Verde brillante	Briljantgroen



## Images of the area









## Views from within the site



## List of Appendices

**Appendix 1.0 to 1.7:** Location Plans, Isometric, and Dimensioned Visuals of the Wheeled Sport Arena

**Appendix 2.0:** Dorchester Police Press Release, Dorchester Skate Park and the drop in antisocial behaviour figures

**Appendix 2.1:** Letter from Inspector L Fry

**Appendix 3.0:** Skatepark Design Statement

**Appendix 4.0:** Mumbles Traffic management Plan

**Appendix 5.0:** Services and Skatepark Composite Overlay

**Appendix 6.0:** Flood Risk Assessment

**Appendix 7.0:** Geotechnical Report

**Appendix 7.1:** Photos Complementing the Geotechnical report

**Appendix 8.0:** Tree Survey and Summary Report

**Appendix 9.0:** Preliminary Ecological Assessment

**Appendix 10.0:** Construction Environmental Management Plan

**Design Access Statement written September 2019**

**Agent representing MCC - Mark Clogg, Director of Maverick Industries Ltd**

# Llwynderw Skatepark

**OFF MUMBLES ROAD**

**WEST CROSS**

**SWANSEA**

**SA3 5AN**

(80M FROM SITE)

**PRE-CONSTRUCTION PHASE**

**HEALTH AND SAFETY PLAN**

**OCTOBER 2018**





**MAVERICK**  
INDUSTRIES

## CONTENTS

1. Project Directory
2. Contact Details
3. Project Policy, Organisation and Arrangements
4. Site Consultation and Communication Regarding Health and Safety Hazards
5. Construction Hazards and Control Measures
6. Health and Safety



**MAVERICK**  
INDUSTRIES

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Page 119

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## 1. Project Directory

<b>Client</b>	Mumbles Community Council
<b>Telephone</b>	01792 363 589
<b>Email</b>	council@mumbles.co.uk
<b>Contact</b>	Steve Heydon - Clerk
<b>Contract Administrator</b>	As Above
<b>Telephone</b>	
<b>Email</b>	
<b>Contact</b>	
<b>Designers / Principle Contractors</b>	Maverick Industries Ltd
<b>Telephone</b>	01202 607 475
<b>Email</b>	<a href="mailto:info@maverickindustries.co.uk">info@maverickindustries.co.uk</a>
<b>Contact</b>	Sue Mitchener / Russ Holbert
<b>H&amp;S Contact</b>	Mark Clogg – Maverick Industries Ltd
<b>Telephone</b>	01202 607473
<b>Site Foreman</b>	Rob Farrow – Maverick Industries Ltd
<b>Telephone</b>	07402 346 864
<b>Safety Advisors</b>	MSAFE Risk Management Ltd
<b>Telephone</b>	01202 470 050
<b>Contact</b>	Nathan Pitt BSc (Hons) CMiOSH MaPS ICIQB
<b>Specialist Sub Contractor (Survey Work)</b>	Dorset Land Surveying Ltd
<b>Telephone</b>	01202 896 481
<b>Contact</b>	Gary Vaughan Civil Engineer. BSc. Civil Engineering, MCIInstCES



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## 2. Project Details

### 2.1 Scope of Works

The project comprises of the following elements

Element of structure	Construction Method
Foundations and base structure	See Method statement for details
Concrete Ramp Sub Structure	See Method statement for details
Concrete facings	See Method statement for details
Other	See Method statement for details
Coping	See Method statement for details
Handrails	N/A on this project



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## 2.2 Site Specific Hazards

### Hazards associated with the site include:

Work within a residential area adjacent to the public highway and occupied buildings

Work adjacent to recreational areas and children

Significant risk of unauthorised entry to site by trespassers

### Summary of hazards associated with the project

<b>Site Set Up</b>	Site security, unauthorised access and use of the site compound and offices, plant machinery and temporary structures
<b>Working at Height</b>	Unloading from Lorries Setting up Ramps Forming Concrete Banks and bunds Working from ladders
<b>Excavations and Foundations</b>	Working close to existing services Deep excavations Working at excavation faces during blinding and re-bar phase
<b>Manual Handling</b>	Re-bar Ramp Components Blocks and Bricks
<b>Traffic management</b>	Adjacent roads may have many cars parked on same limiting visibility and manoeuvres

### Hazards associated with the site include:

-Work within a residential area adjacent to the public highway and occupied buildings

-Work adjacent to recreational areas and therefore Children as well

-Significant risk of unauthorised entry to site by trespassers

-Restricted access to site by way of narrow roads, overhanging trees, gates and parked vehicles



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Photo of the site / Brief description of accessibility issues and obvious hazards

Site address: Llwynderw Skate Park, **off Mumbles Road, Mumbles, SA3 5AN.**

Access and egress from the site will be by the same route. Mumbles Road is very busy and it is imperative that banksmen are positioned to control the traffic in both directions when deliveries take place and when vehicles are exiting the site.

If we are chosen as the preferred contractor we will create a traffic management plan which takes in all known stipulations from Highways Agency as a planning condition - if any are stated.

To avoid damage to the grass a short temporary trackway is needed and is indicated below and on the last page Routing of delivery vehicles have them driving in and then turning around at the delivery point and driving straight out onto the road with the aid of two banksmen.

Members of the public are bound to be about so as usual we will require to be mindful of curious visitors and use banksmen for access and egress of delivery vehicles which will be restricted to crawling speed. Additionally, all vehicles visiting the site are required to travel at this speed and have hazard warning lights on for the duration of the drive. There is a point where a fall in road height of appx 1 metre appears over a distance of appx 20 to 30 m it is within the angles of acceptability for delivery vehicles. Trackway must not however be laid with excessive sideways angle.

A warning sign for pedestrians will be placed at the entrance of both our site and the access road. Additional warning signs will be placed on the perimeter fence. Site crew will informally direct the public away from site if appropriate.

The site shall be fenced in its entirety with herras fencing as shown on the final page.



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Page 123

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Photos of the route in



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Page 125

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## **3. Project Policy, Organisation and Arrangements**

### **3.1 Project policy**

It is the policy of Maverick on this project that all works shall be carried out with the minimum of risk to the health and safety of all persons employed and any other persons likely to be affected.

This policy covers all work being carried out within the scope and definition of the project and under the management, supervision, direction or control of the company. This will include sub-contractors and suppliers of plant, equipment, materials and labour employed on and for the purpose of the project works.

In order to achieve this objective, all work activities, work systems, plant, equipment and materials shall, so far as is reasonably practicable be planned, maintained and managed to reduce risks to health and safety to site staff and anybody else potential affected by site activities.

### **3.2 Organisation**

It is the responsibility of the Directors to determine the organisation necessary to manage and supervise the works and to ensure that individual responsibilities are defined accordingly. In addition to any specific responsibilities warranted on account of the nature of the work being undertaken, a Site Manger must be appointed with overall responsibility for the supervision and co-ordination of the work.

### **3.3 Arrangements**

The Site Health and Safety Plan has been prepared in order to identify the extent of the work to be carried out and the arrangements necessary to ensure the safe performance of the project. The plan also identifies the hazards involved in the execution of the works and the risk assessments which will need to be carried out in order to determine the control measures necessary to eliminate or minimise those risks.

Method statements and risk assessments must be submitted by all contactors and sub-contractors for checking prior to work commencing. Each contractor is responsible for ensuring the relevant information as required under Regulation 9 of the Management of Health and safety at Work Regulations is passed to those identified or considered to be at risk with copies to site. In carrying out the responsibilities of Principal Contactor, they will co-ordinate and where necessary, manage the arrangements currently in force so as to ensure that there is an integrated approach to Health and Safety on site.

Copies of Method Statements, Risk Assessments and relevant information notices shall be incorporated into a single file maintained on site.

The Site Foreman shall, as necessary review the plan so as to ensure that it is amended and updated to take into account of the changing circumstances of the project.

The plan specifies the arrangements for site induction training and safety awareness talks, which apply to all persons employed on the site including sub-contractor's personnel and site visitors. Full records must be kept of these activities and retained in the site safety folder.



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Page 126

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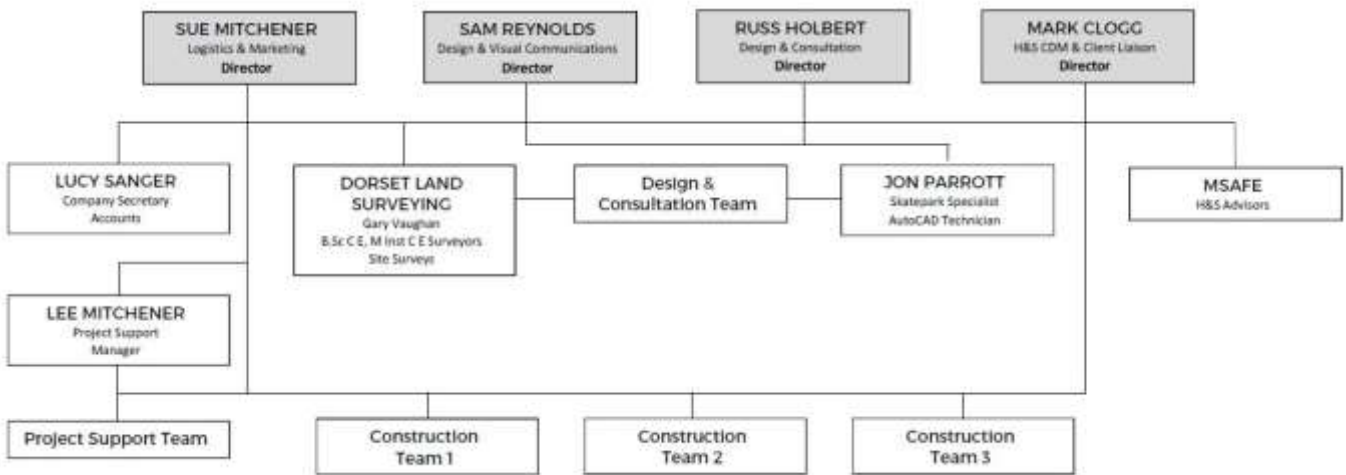


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### 3.4 Project Organisation



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### 3.5 Duties of Persons with specific responsibilities

<p><b>Site Safety Supervisor:</b></p>	<p>The Site Safety Supervisor will have overall responsibility for the safety, health and welfare, supervision and co-ordination of work. <b>Specific responsibility: Site Foreman</b></p>
<p><b>Induction Training:</b></p>	<p>Induction training will be carried out for all operatives on site. They will be shown the site safety rules, be made aware of the location of the first aid facilities and identity of the site trained first aider. They will also be made aware of the emergency procedures and provision regarding fire safety and escape on site. <b>Specific responsibility: Mark Clogg</b></p>
<p><b>Lifting Co-ordinator:</b></p>	<p>Responsibility for the organisation and control of crane lifting operations and will carry out the following duties:</p> <ul style="list-style-type: none"> <li>- Make assessment of all lifting operations.</li> <li>- Ensure adequate inspection / maintenance records of lifting plant and equipment.</li> <li>- Produce “Lifting Plan” and co-ordinate lifting operations by competent persons</li> <li>- Ensure that suitably trained and competent Slinger, Banksman and Crane Driver are provided.</li> </ul> <p><b>Specific responsibility: Site Foreman</b></p>
<p><b>Fire Safety Co-ordinator:</b></p>	<p>It is this person’s responsibility to ensure all arrangements set out in the Site Fire Plan are carried out and regular inspections of the site fire equipment recorded. <b>Specific responsibility: Site Foreman</b></p>
<p><b>First Aider:</b></p>	<p>In the event of an accident the first aider will ensure the following:</p> <ul style="list-style-type: none"> <li>- Ensure, if required, transport is arranged to take the injured person to hospital.</li> <li>- Advise the injured person to make an appointment with their own doctor.</li> <li>- Ensure all details are entered in the accident book.</li> <li>- Inform the Head Office, if appropriate, to ensure that an accident investigation is undertaken.</li> </ul> <p><b>Specific responsibility: Designated Site First Aider</b></p>



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Page 128

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### 3.6 Details of Inspections required on site

<b>Site Safety Inspections</b>	Safety inspections to be carried out as detailed in the Company Safety Policy. <b>Construction Manager: Daily and Weekly</b>
<b>Excavations</b>	To be inspected at the start of each shift and at least once a day while persons are employed therein and thorough examination must be carried out weekly and entered into the Excavation Register. <b>Specific responsibility: Site Foreman</b>
<b>Lifting Appliances</b>	To be inspected before use on site and every 7 days thereafter by a competent person. The inspection will be made in a register held on site and this will be inspected by the Site Manger to ensure that this is kept up to date. <b>Specific responsibility: Excavator operator, Dumper Operator, Crane Operator, Telehandler Operator</b>
<b>Electric</b>	Temporary electrics to be visually checked as part of the site inspections and a competent electrical contractor to carry out maintenance / test of equipment as required and issue certification accordingly. Subcontractors to ensure P.A.T portable appliance testing of their equipment is actioned and recorded. <b>Specific responsibility: Site Foreman</b>
<b>First Aider</b>	Responsible for ensuring the Fist Aid box is stocked and any items are replaced following removal. <b>Specific responsibility: Designated First Aider</b>
<b>Principal Designer</b>	Responsibility for H&S interface between client and contractor and enforcement of HSE directives <b>Specific responsibility: Mark Clogg</b>



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### 3.7 Specific Responsibilities

<p><b>Directors</b></p>	<ul style="list-style-type: none"> <li>- Overall implementation and regular review of the Maverick Health and Safety Policy.</li> <li>- Providing sufficient resources for managing health and safety.</li> <li>- Ensuring legislative requirements are complied with.</li> <li>- Ensuring staff receive adequate information on the risks associated with their work, sufficient and suitable equipment, safe place of work, and training for health and safety.</li> <li>- Maverick Directors take responsibility for making adequate provision for health and safety.</li> <li>- Ensuring Site Foremen are aware of their responsibilities.</li> <li>- Ensuring Site Foremen undertake their health and safety duties.</li> <li>- Assessing the competence of contractors.</li> <li>- Coordinating safe systems of work.</li> <li>- Ensuring risk assessments are in place.</li> <li>- Ensuring sufficient and adequate facilities are supplied in relation to welfare and first aid.</li> <li>- Establishing the site rules in accordance with the Health and Safety Plan and Maverick's Health and Safety Policy.</li> </ul>
<p><b>Construction Managers</b></p>	<ul style="list-style-type: none"> <li>- Ensuring adequate resources for the site set up</li> <li>- Ensuring Site Foremen are aware of their responsibilities.</li> <li>- Ensuring Site Foremen undertake their health and safety duties.</li> <li>- Assessing the competence of contractors.</li> <li>- Coordinating safe systems of work.</li> <li>- Ensuring risk assessments are in place.</li> <li>- Ensuring sufficient and adequate facilities are supplied in relation to welfare and first aid.</li> <li>- Establishing the site rules in accordance with the Health and Safety Plan and Maverick's Health and Safety Policy.</li> </ul>
<p><b>Site Foreman</b></p>	<ul style="list-style-type: none"> <li>- Apply the risk control systems and workplace precautions applicable to works on site. Identify any health and safety deficiencies and bring them to the attention of the Directors.</li> <li>- Coordinating health and safety on site.</li> <li>- Ensure all operatives receive a site specific induction and have received the relevant training to ensure their competence.</li> <li>- Ensure all work equipment and PPE is maintained and used properly. Ensure users have received the appropriate training.</li> <li>- Monitor on-site safety and compliance with safety requirements through site inspections.</li> <li>- Report all accidents, occupational ill health and near misses to the Directors immediately and assist in the investigation of the same.</li> <li>- Conducting toolbox talks and safety inductions.</li> <li>- Ensuring safe systems of work are adhered to.</li> <li>- Ensuring that only authorised persons enter site.</li> </ul>



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Page 130

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	<ul style="list-style-type: none"><li>- Ensuring that welfare and first aid facilities provided remain in good order.</li><li>- Enforcing the site rules in accordance with the Health and Safety Plan and Maverick Safety Policy.</li></ul>
<b>Consultants</b>	<ul style="list-style-type: none"><li>- The designers are to make adequate provision for health and safety in their design in accordance with CDM 2015 regulations.</li><li>- The designers are to forward any information in relation to significant health and safety hazards which have not been “designed out” in accordance with CDM 2015 regulations.</li></ul>
<b>Contractors</b>	<ul style="list-style-type: none"><li>- Use all work equipment and PPE properly and in accordance with training received.</li><li>- Report any safety deficiencies, accidents, cases of occupational ill health, near misses and horse play to the Site Manager, or if necessary the Directors.</li><li>- Assist the Principal Contractor during investigations of accidents and safety related incidents.</li><li>- Work safely at all times giving due consideration for the safety of others.</li><li>- Notify the Site Foreman of safety training needs.</li><li>- Assist the Principal Contractor in improving safety systems and performance through consultation, co-operation and communication.</li><li>- Providing staff with sufficient, suitable and safe equipment to enable them to complete their tasks in a safe manner.</li><li>- Provide risk assessments, COSHH assessments and method statements (if requested) to the Directors prior to the commencement of their works.</li></ul>



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**REG. OFFICE**  
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Page 131

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### 3.8 Health and safety Goals

- No unauthorised access to site.
- Adequate hazard warning signage throughout the duration of the project.
- Adequate welfare facilities to be maintained throughout the duration of the project.
- No infringements on the site rules, Health and Safety Plan and Maverick' Health and Safety Policy.
- Clear and efficient communication between all parties.
- No major accidents / incidents during the project.
- All incidents and near misses to be recorded.
- High level of public protection to be provided at all times.
- No recurrence of breaches in safety legislation on subsequent safety inspections reports.

### 3.9 Site security

It is the Site Foreman's responsibility to ensure that the site is left in a safe condition at the end of each working day. However, we would ask all contractors to assist in this responsibility by re-clipping any heras fencing and reporting any areas where there is easy access to the site.

Where practicable excavations should be backfilled or barriered to enable any trespassers to see their location in poor light.

Ladders to scaffolding should be boarded or removed to restrict access.

All equipment to be left inoperable at the end of each working day

A final check of all the site perimeter fencing is to be made by the Site Foreman or his allocated member of staff prior to the site entrance being locked. This final check should also ensure the safe storage of materials which could become unstable during the night due to vandalism or adverse weather conditions.

### 3.10 Monitoring and Review of Site Safety Performance

The Site Foreman will be responsible for the management of health and safety on site. Any major incidents or issues that they have not been able to rectify will be reported to the Directors for further action. The Directors shall also visit site regularly and report findings to the Site Foreman.

Formal safety reviews will be held at defined intervals with the safety reports forming an integral part of the same. The review will serve to identify any trends and recurring beaches in Health and Safety legislation / best practice and will endeavour to ascertain what further control measures or training will be required to address the same.

The review will also serve to identify how sub-contractors have performed during the project and whether they should be re-appointed for further works.

The Site Foreman will be responsible for the management of health and safety on site. Any major incidents or issues that they have not been able to rectify will be reported to the Directors for further action. The Directors shall also visit site regularly and report findings Site consultation and communication regarding Health and Safety



**MAVERICK**  
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HOLYROOD CLOSE . POOLE . BH177FJ

Page 132

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## **4. Site Consultation and communication regarding** **Health and Safety**

### **4.1 Project Team**

Progress meetings will be held during the course of the project with health, safety and welfare matters including those specific to CDM and design forming an important part of the agenda. These meetings will be attended by the Principal Contractor, Principal Designers and the Client and / or the Client's Representative.

### **Contractors / Employees**

Works contractors are required to both provide any relevant information pertaining to health and safety at weekly meetings with the Principal Contractor and communicated information provided for them to their employees with regard to safety measures discussed.

Regular site safety meetings will be held by the Site Foreman and attended by representatives of site operatives and sub-contractors. During these meetings, relevant information pertaining to Risk Assessments and Safe Systems of Work will be discussed and future training requirements will be identified specific to the works.

### **Communication / Co-operation**

Health and Safety matters will be discussed as part of the agenda at the regular Project Team meetings. The meetings will be attended by the Client and / or the Client's representative, Designers and the Principal Contractor.

These have been scheduled to take place fortnightly with site foreman and monthly with Maverick Management representative.

Continued liaison will include review of the Health and Safety Plan following any substantial design changes that may have potential Health and Safety implications. Consideration must be given to "design out" or at least minimise the risks associated with the same and introduce control measures in compliance with the CDM 2015 Regulations and good working practice.

The Principal Designer and where applicable any works contractors, must reassess the Health and Safety implications of any substantial design changes and introduce control measures accordingly.



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## 4.2 Continued Liaison: Principal Designers

Any substantial design changes shall be examined by the Designer(s) for Health and safety implications, hazards identified, risks assessed and consideration given to avoiding, minimising or controlling risks in accordance with CDM 2015 Regulations and the Approved Code of Practice.

Details of proposed substantial design changes must be submitted to the Principal Designer to ensure compliance with the Regulations.

The Principal Contractor shall re-examine the Health and Safety implications of any design changes and implement all necessary measures to mitigate any risks associated with the same.

Non – design generated work / site developments (which had not or could not have been envisaged) necessitating a revised approach, must be brought to the attention of and evaluated by the Designer(s).

The Designer's resolution of any such unforeseen circumstances

## 4.3 Selection and Control of Subcontractors

All subcontractors will be assessed for competence with specific reference to Health and Safety prior to their appointment. All sub-contractors will complete an assessment questionnaire prior to subcontract orders being placed. Orders will only proceed with contractors who satisfy all Health and Safety criteria applicable to the works.

## 4.4 Site Induction

All employees, sub-contractors and other visitors to site will receive a verbal induction prior to entering the workplace.

As part of the induction, all operatives will be made aware of the risk assessments and safe systems of work associated with their activities on site. Operatives will be required to read these documents and sign a copy of the induction form as confirm that they have read and understood the content of the same.

Inductions will include:

A	Senior management commitment to health and safety
B	The outline of the project
C	The individual's immediate line manager and any other key personnel
D	Any site-specific health and safety risks, for example in relation to access, transport, site Contamination, hazardous substances and manual handling
E	Control measures on the site, including: Any site rules; Any permit-to-work systems; Traffic routes; Security arrangements; Hearing protection zones



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F	Arrangements for personal protective equipment, including what is needed, where to find it and how to use it
G	Arrangements for housekeeping and materials storage
H	Facilities available, including welfare facilities
I	Emergency procedures, including fire precautions, the action to take in the event of a fire, Escape routes, assembly points, responsible people and the safe use of any firefighting Equipment
J	Arrangements for first aid
K	Arrangements for reporting accidents and other incidents
L	Details of any planned training, such as 'toolbox' talks
M	Arrangements for consulting and involving workers in health and safety, including the Identity and role of any
N	Information about the individual's responsibilities for health and safety

#### 4.5 Reporting and Investigation of accidents and incidents including near misses

Should an incident occur, the Directors aided by the Safety Adviser shall investigate the incident and produce an investigation report, enter the details in the accident record book no matter how trivial they may seem and complete HSE form F2508 (rev1/86) for those incidents that are reportable to the HSE.

It is the duty of all contractors to report all accidents and near misses, no matter how trivial they may seem to the Site Foreman. A near miss may result in serious injury or worse, next time it occurs. Therefore measures can be taken to prevent a near miss from reoccurring if they are reported to the Site Foreman. A copy of our reporting procedures policy can be obtained upon request.

#### 4.6 Welfare Facilities

The following facilities will be provided;

Running hot water

Resting / dining area with table and benches with backs

Toilet facilities within groundhog unit

Paper towels, Soap, Cups

The above will be made available in the temporary facilities situated within the site boundary. This facility will incorporate Site Foreman's office and mess hut.



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REG. OFFICE  
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HOLYROOD CLOSE . POOLE . BH177FJ

Page 135

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All contractors have a responsibility to respect the facilities provided, ensuring that the same are kept reasonably tidy and clean throughout the duration of the contract. Contractors are asked to inform Maverick if any persons are not adhering to this rule, or if any supplies of soap, water, paper towels or toilet paper have depleted. Smoking within any cabin where there are non-smokers is prohibited.

It is the Site Foreman's responsibility or his allocated member of staff to ensure that adequate supplies are maintained, and the facilities are kept clean and tidy throughout the construction phase.

#### **4.7 First Aid**

First aid will be administered by the appointed first-aider, (To be confirmed). The Site Foreman is responsible for ensuring that adequate and sufficient first aid facilities are available in the site office for the duration of the contract.

All operatives shall be made aware of the identity of the trained first-aider on site and where the first-aid facilities are kept. Suitable signs will be erected in the location of the first-aid facilities, detailing the same.

The nearest accident and emergency unit is; **8.4miles away (30 mins by car) 01792 702222**

**Morrison Hospital**  
**Heol Maes Eglwys**  
**Morrison**  
**Swansea**  
**SA6 6NL**

#### **4.8 Fire and Emergency Arrangements**

On discovery of a fire on site, the following action must be undertaken:

Shout "FIRE, FIRE, FIRE."

Attack the fire if possible with equipment provided in the site hut, but do not take any personal risks.

On hearing the alarm being raised, all operatives must immediately leave their work areas and head for the muster point.

The Site Foreman will call fire brigade immediately by telephone:

Dial 999.

Give operator the telephone number and ask for FIRE.



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Page 136

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When fire brigade replies give message distinctly:

“FIRE AT: Mumbles / Llwynderw Skate Park, off Mumbles Road, Mumbles, SA3 5AN”

Do not replace receiver until the fire brigade have repeated the address.

Report to the Site Foreman at the muster point, situated on the pathway away from any access points onto the site.

Report any missing persons to the Site Foreman.

The Site Foreman is to confirm whether there are any missing persons using the site diary and signing in book. This information can save lives, as fire officers' lives have been claimed by dangerous rescue attempts when the building on fire has been empty.

#### 4.9 Site Safety Rules

- Pedestrian access to the site is via the vehicular access point OR alternative as shown on schematic below
- No alcohol may be consumed during working hours including overtime.
- No person will be permitted to start work on site if through the consumption of alcohol, their own safety is impaired or the safety of others who may be affected by their actions.
- Hard hats must be worn unless works undertaken are designated as low risk by the Site Foreman.
- Personal protective equipment must be worn by all operatives as prescribed as part of the site risk assessment performed by the Principal Contractor.
- All accidents must be reported to the Site Foreman.
- Only 110 volt electrical equipment may be used unless authorised by the Site Foreman.
- Damaged or faulty equipment must not be used.
- Abrasive wheels must only be operated by competent persons.
- Waste materials must be taken to designated areas on a daily basis.
- Smoking is not permitted on site except in designated areas.
- Only authorised persons are permitted to operate plant and machinery.
- Care is to be taken during hot weather to avoid over exposure to the sun.
- All site operatives must attend an induction course prior to commencing work.
- No work to be commenced on site without the submission and approval of appropriate Risk Assessment / Method Statement.



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Page 137

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#### 4.10 Statement Register and Risk Assessment Matrix

Risk assessments and method statements from sub-contractors will be requested by Maverick and must be received in good time for review by the Site Foreman. They may also request additional assistance and comment from MSAFE to ensure that the same is sufficient and makes suitable provisions to allow the works to proceed without undue risk to Health and Safety.

Method statements are all contained within the on-site H&S file

Design Element	Risk Assessment required: Yes / No	Method Statement required: Yes / No	Lifting Plan required Yes / No	Sign / Date
Ground Works	Yes	Yes	No	CURRENT
Forming concrete	Yes	Yes	No	CURRENT



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HOLYROOD CLOSE . POOLE . BH177FJ

Page 138

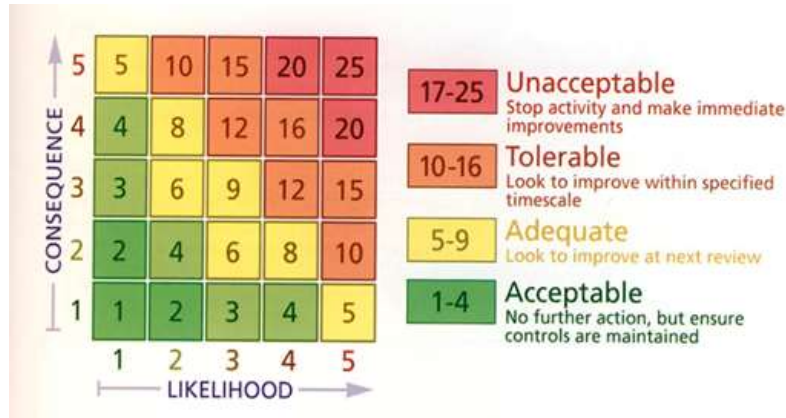
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RISK MATRIX FOR USE IN SECTION 5



<p><b>The Likelihood or Probability of a hazardous event occurring could be ranked as:</b></p>	<ol style="list-style-type: none"> <li>1) <b>Very Unlikely:</b> there's a 1 in a million chance of the hazardous event happening</li> <li>2) <b>Unlikely:</b> there's a 1 in 100,000 chance of the hazardous event happening</li> <li>3) <b>Fairly Likely:</b> There's a 1 in 10,000 chance of the hazardous event happening</li> <li>4) <b>Likely:</b> there's a 1 in 1,000 chance of the hazardous event happening</li> <li>5) <b>Very Likely:</b> There's a 1 in 100 chance of the hazardous event happening</li> </ol>
--	--

<p><b>Consequence would be ranked as:</b></p>	<ol style="list-style-type: none"> <li>1) <b>Insignificant:</b> No injury</li> <li>2) <b>Minor:</b> minor injuries needing first aid</li> <li>3) <b>Moderate:</b> Up to three days' absence</li> <li>4) <b>Major:</b> More than three days' absence</li> <li>5) <b>Catastrophic:</b> Death</li> </ol>
---	---

The scores shown in the relevant sections indicate the final score after consideration to control measures have been implemented where ever possible or indeed if relevant.

**The figures arrived at are by multiplying likelihood x consequence**



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## 5. Construction Hazards and Control measures

### 5.1 Site Set up and Security

RISKS AND HAZARDS ASSOCIATED WITH THE TASK
<ul style="list-style-type: none"> <li>- Unauthorised entry to site</li> <li>- Fire, vandalism and theft</li> <li>- Injury / death of trespasser</li> <li>- Unauthorised operation of plant and equipment</li> </ul>
CONTROL MEASURES
<ul style="list-style-type: none"> <li>- All boundaries where existing boundaries are not adequate are to be protected by 2m high anti climb heras fencing.</li> <li>- Suitable hard standing will be maintained across the site entrance to protect against overloading from heavy plant if deemed necessary by Maverick.</li> <li>- Suitable warning signs to be erected on all obvious site boundaries, warning of the dangers associated with the site and prohibiting any unauthorised access.</li> <li>- Any evidence to suggest unauthorised access during the previous evening is to be reported to the Site Foreman who is to endeavour to improve site security as necessary.</li> <li>- Site Foreman to check perimeter fencing regularly (at least daily) and ensure that the site is secure.</li> <li>- All plant and equipment shall be left immobilised when unattended, especially overnight. All keys to be removed from mobile plant and locked securely in the site office overnight.</li> <li>- Site Foreman to undertake formal inspections and maintenance of public highway adjacent site entrance to ensure that damage or migration of debris does not pose a risk of slips, trips and falls to members of the public.</li> </ul>
<b>SCORE:    LIKELIHOOD 2    X    CONSEQUENCE 2    =    4</b>

### 5.2 Excavation

RISKS AND HAZARDS ASSOCIATED WITH THE TASK
<ul style="list-style-type: none"> <li>- Injury/death due to collapse of the excavation whilst in use.</li> <li>- People, materials, vehicles falling into the excavation.</li> <li>- Contact with existing services.</li> <li>- Undermining adjacent structures and uncontrolled subsidence.</li> </ul>
CONTROL MEASURES
<ul style="list-style-type: none"> <li>- Excavations are to be battered back to the correct angle of repose where practicable, and backfilled at the earliest possible convenience. No operatives will enter any excavation until the competent supervisor deems it safe for entry.</li> <li>- All significant excavations where entry is required will be inspected at the start of every work shift.</li> <li>- No works shall commence until existing services have been detected.</li> <li>- Any excavation left open for a significant duration will be fenced around or demarcated with high visibility tape.</li> <li>- Any excavation where the depth is assessed as posing a significant risk of falls to operatives or public will have a physical barrier erected around the head of the same.</li> <li>- Spoil removed from trench style excavations where battering has not proved practicable must be kept at least 1m from the leading edge around the top or as far back as the trench is deep.</li> </ul>
<b>SCORE:    LIKELIHOOD 1    X    CONSEQUENCE 4    =    4</b>





### 5.3 Removal / Disposal of Waste

RISKS AND HAZARDS ASSOCIATED WITH THE TASK
<ul style="list-style-type: none"> <li>- Build-up of combustible materials.</li> <li>- Contamination.</li> </ul>
CONTROL MEASURES
<ul style="list-style-type: none"> <li>- Practise good housekeeping and have combustible waste taken off site on a regular basis. Keep waste away from sources of ignition.</li> <li>- Practice good hygiene and wear appropriate personal protective equipment.</li> <li>- Adequate welfare facilities will be provided.</li> </ul>
<b>SCORE:    LIKELIHOOD 1    X    CONSEQUENCE 2    = 2</b>

### 5.4 Traffic Management

RISKS AND HAZARDS ASSOCIATED WITH THE TASK
<ul style="list-style-type: none"> <li>- Collision with pedestrians other vehicles on / off site.</li> <li>- Space constraints on site preventing large plant and delivery vehicles from turning on site.</li> <li>- Accessing / egressing the site with a poor visibility.</li> <li>- Soft/ uneven ground conditions.</li> <li>- Entering exiting the site along a narrow side road.</li> </ul>
CONTROL MEASURES
<ul style="list-style-type: none"> <li>- Utilise Banksmen to assist vehicles entering or exiting the site.</li> <li>- temporary trackway system is to be installed</li> <li>- Due to space restrictions on site, it is not possible to adopt a one-way traffic system. Pedestrian access can be via a separate route which is shown on the plan below. Materials will be stored at a designated location guided by site foreman</li> <li>- Banksmen will be highlighted and easily distinguished from other operatives on site by the wearing of high – viz, orange vests. Drivers will be made familiar with the hand signals that the Banksmen intends to use when directing vehicle movement on site. For the safety of the Banksmen, drivers will be made aware that they must keep Banksmen within their field of vision at all times, particularly during reversing. Drivers will be made aware that they must cease all manoeuvring when they lose sight of the Banksmen at any time. Manoeuvring can only continue when the driver regains visual contact with the Banksmen. Banksmen will also be required where vehicles are parked or working on the approach roads. There could be members of public walking adjacent to our site at any time so we need to be on the look- out for them constantly. There is a walking pace speed restriction for site access vehicles.</li> </ul>
<b>SCORE:    LIKELIHOOD 2    X    CONSEQUENCE 2    = 4</b>





### 5.5 Working at Height

RISKS AND HAZARDS ASSOCIATED WITH THE TASK
<ul style="list-style-type: none"> <li>- Falls from working platforms.</li> <li>- Fall from edges of excavations</li> <li>- Falls off ladders.</li> <li>- Falls of materials.</li> </ul>
CONTROL MEASURES
<ul style="list-style-type: none"> <li>- Ladders to be checked for condition on a regular basis to ensure stability and strength. Ladders should be tied at the top or if impracticable anchored at the base to prevent swaying in any direction. Ladders should be placed on a firm level footing and set up at an angle of 75o one out for every four up. The vertical run of a ladder should not be in excess of nine metres without the provision of a landing platform. Ladders should only be used for access purposes only and not as a working platform.</li> <li>- Suitable working platforms with edge protection will be constructed to allow operatives safe access and fall protection during the construction process.</li> <li>- Provide fall protection systems below the working area where there is a danger of falling 2m or more. To be assessed on a site specific basis, but decisions should be made on the following order of preference:               <ol style="list-style-type: none"> <li>1 – Fully guarded working platforms e.g. correctly installed scaffolding.</li> <li>2 – Engineering fall arrest systems e.g. safety nets and airbags.</li> <li>3 – PPE Fall arrest and fall restraint systems (only to be used as a last resort or in addition to the above methods.)</li> </ol> </li> </ul>
<b>SCORE:    LIKELIHOOD 2    X    CONSEQUENCE 2    =    4</b>

### 5.6 Lifting and Installation of Components

RISKS AND HAZARDS ASSOCIATED WITH THE TASK
<ul style="list-style-type: none"> <li>- Deliveries unloading and storage areas</li> <li>- Materials falling.</li> <li>- Silica dust from scabbling operations.</li> <li>- Unstable ground conditions.</li> <li>- Mishandling of loads in excess of 1 tonne.</li> <li>- Working at height, detailing how operatives will be protected from falls during erection with particular regard to leading edge.</li> </ul>
CONTROL MEASURES
<ul style="list-style-type: none"> <li>- A site-specific lifting plan is to be agreed with the Contractor prior to the commencement of works. Ensure the load is correctly slung and that the crane safe working load is adhered to.</li> <li>- The crane should not be permitted to site until suitable hard standing has been laid and it can be ensured that no damage to the underground services can occur. The crane shall enter the site under the co-ordination of a trained Banksman and be located in the occasional / pedestrian site entrance.</li> <li>- All necessary investigations will be undertaken to ensure the suitability of the ground for the type of crane proposed prior to the commencement of works on site. A detailed lifting plan will be developed detailing safe slewing areas.</li> <li>- All lifting operations directed by a trained signaller. All lifting operations to be conducted by a competent crane operator.</li> <li>- All plant and equipment is to be inspected by the Site Foreman prior to the commencement works, and maintenance, testing and inspection records to be provided by the contractor. The lifting equipment must have been tested within the 6 months previous to its use.</li> <li>- Soft landing bags or a suitable alternative will be provided beneath all working areas where there are leading edges or gaps in the working platform to reduce the risk of injuries sustained from falls from height.</li> </ul>
<b>SCORE:    LIKELIHOOD 1    X    CONSEQUENCE 3    =    3</b>





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## 5.7 Fire

RISKS AND HAZARDS ASSOCIATED WITH THE TASK	
<ul style="list-style-type: none"><li>- Build-up of flammable materials.</li><li>- Hot works.</li></ul>	
CONTROL MEASURES	
<ul style="list-style-type: none"><li>- Site to be cleared regularly of combustible materials and waste.</li><li>- Suitable fire points to be installed on the site. These should be placed in the easily accessible locations should consist of 7kg litre water and a 7kg powder extinguisher.</li></ul>	
<b>SCORE: LIKELIHOOD 1 X CONSEQUENCE 2 = 2</b>	

## 6. Health and safety File

Contractors have a duty to provide the Principal Contractor with any information relating to their works, materials and installations for inclusion in the Health and Safety File.

This information will be collated and filed with Maverick to refer to if needed.



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Page 143

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## FIRE ACTION

### If You Discover a Fire

**Operate the nearest call point, hand bell or claxon**

**Call the fire brigade by telephoning 999**

**If it is safe to fight the fire, do so  
Otherwise leave the area by the nearest exit**

**Report to the assembly point on the access road  
adjacent the site entrance**

**Do not stop to collect personal belongings**



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Page 144

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## **ACCIDENT AND EMERGENCY CONTACTS** **IN THE EVENT OF AN ACCIDENT OR EMERGENCY**

**Contact the relevant emergency services on 999**

**Contact the site first-aider**

**Send someone to help emergency services locate  
the accident or emergency**

**Ensure you and others are not in further danger**

### **Emergency Contact Numbers**

<b>Director:</b>	<b>01202 607 475</b>
<b>Site Foreman: (TBC -Rob Farrow)</b>	<b>07402 346 864</b>
<b>Head Office:</b>	<b>01202 607 475</b>
<b>Nearest Hospital:</b>	<b>01792 702222</b>
<b>Police Station:</b>	<b>101 non emergency</b>



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Page 145

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## CONCRETE CONSTRUCTION STATEMENT MAVERICK INDUSTRIES LTD

### **PART 1: CONCRETE SPECIFICATION**

#### Compliance Notes

##### Cement specification

Cement used will be ordinary and rapid hardening Portland cement compliant with EN197 or alternatively with the national standard on regulations valid in the place of use of the sprayed concrete.

##### Aggregates

Aggregate to comply with BS882 and shall be appropriate to the requirements of the application. For dry mixes the natural moisture content in the aggregate

##### Sand

Sands sourced will be cleaned and washed and compliant with the requirements of BS882

##### Water

Mixing water shall comply with the requirements of EN1008

##### Admixture

Admixtures for concrete and sprayed concrete shall comply with the requirements of EN934-2 and EN934-5 respectively and sprayed concrete admixtures with appendix 1. Other admixtures shall be permitted provided that they comply with the general requirements of industry standards Full account should be taken of their effect on the finished sprayed concrete and there should be sufficient data about their suitability, including previous experience with such materials.

##### Steel Reinforcement

Reinforcements specified shall comply with the requirements of EN206–1 and EN10080

##### Concrete

This shall comply to the requirements of EN206 – Concrete strength Specification shall conform to the following criteria as a minimum

Foundations: C16 / C20  
Riding Surfaces: 28 day strength 40.2 N/mm<sup>2</sup> (mean average)



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Page 147

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**Additions** (if we chose to specify them)

The most commonly used additions in sprayed concrete are fly ash, ground granulated blast furnace slag and silica fume. These additions shall comply with the relevant European standards or regulations in place in the use of sprayed concrete such as EN450.

**Curing agents** (if we chose to specify them)

The curing agents shall be in accordance with the relevant European Standards or the National standards valid of the use of sprayed concrete

## **General Requirements**

**Consistency**

The consistency required for wet spraying depends on the type of conveyance and the application procedure. For a given cement content & w/c ratio the consistency can be adjusted by admixtures added at the mixing plant or on site. Typically speaking we will be specifying a P450 mix with a 70 slump.

**Working Temperature**

The temperature of the mix before placing shall not be below 2°C and shall not exceed 35°C unless special provisions are in place. Spraying shall not be undertaken when ambient temperature is below 2°C or 2°C and falling.

**Requirements of Durability – General**

Maverick will produce a durable concrete which protects the reinforcing steel against corrosion, and withstands satisfactorily the working and environmental conditions to which it is exposed during its lifetime. The following factors shall be taken into consideration:

- Choice of suitable constituents, containing no harmful components, or those which may interact unfavourably.
- Choose a concrete composition that will satisfy all specified performance criteria.
- Chloride contents in in-situ sprayed concrete shall not exceed the values that are specified in ENV206 section 5.5
- Alkali content shall comply to the requirements of current National Standards to prevent Alkali – Silica reaction.

**Method of Construction Preparatory work**

Before spraying of the concrete can start the following preparatory work must be done:

- Poor and loose rocks or stones shall be removed from the surface
- Water ingress shall be engineered out by drainage solutions in line with our engineering drawing specification for the site.
- Loose soil shall be compacted and stabilised.
- Levels shall be set, coping bars placed in their final position and appropriate drainage systems constructed and tested.
- Appropriate rebar networks shall be installed on transitional elements and metal rib systems set utilising screed rails or similar.



### **Execution of Spraying**

For spraying, the following shall be undertaken

- Preparatory wetting shall be carried out unless otherwise specified
- Larger cavities shall be carefully built up before the main application.
- Spraying shall start from the bottom and continue upwards (this is to avoid spraying in rebound losses).
- The nozzle direction shall generally be maintained at 90° to the surface
- Velocity and spraying distance shall be the optimum for maximum concrete adherence and compaction.

### **Curing**

Sprayed concrete shall be cured in accordance with the recommendations set out in EN206 or any other method which has been shown to allow continuous hydration of cement over the curing period.

Curing agents which may impair bonding shall not be used where a further layer of sprayed concrete is to be applied.

Protection against frost is needed until the sprayed concrete has cured to the satisfaction of the Maverick site supervisor.

Our preferred method of curing however is to allow the concrete to cure naturally over time in controlled conditions without recourse to acceleration or retarding agents. It is anticipated that this time will be in the region of 4 to 6 hours after pouring

## **The Installation Process**

### **Excavation**

Check levels and validate throughout process

- Partially excavate 6m section of the site to the required depth (as per design)
- Using an excavator, excavate/grade ground in line with the profile of the previously installed rib sections
- Set in a new section of floor runner/shuttering, pin into ground and set in starter bars as specified
- Fill 6m section of excavated ground with 70mm of lean mix allowing for the removal of the shuttering and cross bracing
- Lay reinforcement mesh onto 75mm hy-chairs

### **Shotcrete application on Transitions and Flatbank sections**

Final shotcrete layer of concrete applied during a dry spell of weather and should be applied to large sections of the skatepark

- Attach pre-rolled sections of coping to inset rib structures
- Spray one 70mm layer of shotcrete, to agreed specification. The layer of shotcrete is designed to encase the reinforcement mesh and provide approximately 40mm to top surface.
- Experienced trowellers will finish the shotcrete surface to an agreed transition surface tolerance of approx 3-4mm.
- Shotcrete layer will also be designed to meet with the coping (Galvanised steel tube 60.3mm OD). Beading will be formed around the top and bottom of the coping to prevent cracking of the concrete. (see Page 8 for details and pictures)





### **Flat Base/floors**

After all transitional and banked sections of the park are completed the flat base will be constructed

- The base will be connected to the transition sections through the starter bars.
- Reinforcement mesh will be laid in the base using the conventional method and will be suspended using plastic or wire Hy-Chairs. The base will be filled with 70mm of lean mix 70mm of shotcrete. The reinforcement mesh will be designed to sit in the shotcrete mix at the same depth, as specified above.

### **Quality Control**

The production of sprayed concrete shall be subject to control procedures. Quality Control is defined as a combination of actions and decisions taken in compliance with specifications and checks to ensure that the specified requirements are satisfied. However since any "P mix" concrete will not be guaranteed by any batching plant it is our experience that dictates conformity. If we decide its wrong, it is simply rejected.

### **Alignment control**

Alignment control is necessary to establish line and grade in sprayed concrete construction and to ensure that proper and uniform material thickness and cover are maintained. Maverick will employ a mixture of depth gauges guide wires and cut ribs to create the formwork needed to ensure the correct angles are maintained especially in the transitional elements of the bowls we are creating.

### **Surface finishes**

The specific finish requirements shall be defined as follows:

"As Shot" The sprayed concrete as left from the nozzle. The sprayed concrete shall be trimmed to true lines using a trammel between two temporary radius shutters (if no fixed radius points exist) and shaped to a uniform finish and left to part cure. When the site foreman decides the concrete is ready, the trowel finishing shall take place.





### **Trowelled finishes**

Following the treatments as detailed in the “As shot” method the material shall be trowelled smooth in one or more “wipes” depending on the specified levels of polish with one or more of the following:

- Steel Float
- Wooden Float
- Brush
- Sponge



### **Build up sections**

On occasion and where conditions dictate, it may be necessary to build a up a skatepark as a whole, or sections thereof by building up from the ground rather than digging into it or utilising the natural topography of the site. Where this is the case the following methodology will apply.

### **Retaining walls**

Depending on the height of any retaining wall required, Maverick will either seek professional advice from accredited structural engineers and their recommendations will be followed over the composition, width and structural integrity. Or we will adhere to industry standards of low height retaining walls. BS 8006: 1995 governs the specification. Typically speaking we anticipated to utilise one of the following (or similar) to create any wall required.

- Aircrete Blocks 620mm x 215mm x 100mm
- Dense concrete Blocks 3.5n 440mm x 215mm x 100mm
- Hollow Dense Concrete Block 3.5n 440mm x 215mm x 140mm

The finish will conform to any specification laid down by tender documentation, expert advice or Maverick requirements and will be adhered to. Rendering or Spray concrete application will follow in the manner previously described, or alternatively the backfilling of and compacting of soil as required.

### **Block work**

Street sections in Skatepark provision will require blocks or pads to be created with no set dimensional parameters. In addition to:

- Aircrete Blocks 620mm x 215mm x 100mm
- Dense concrete Blocks 3.5n 440mm x 215mm x 100mm
- Hollow Dense Concrete Block 3.5n 440mm x 215mm x 140mm

We can also utilise Polystyrene blocks or simply use wooden box formers. The choice will ultimately be Mavericks and will reflect the needs and strengths of the unit specified. Rendering or Spray concrete application will then follow to create the finished article.



It is possible that natural topography or compacted subsoil can be used as the base of any works. Spray concrete application in this manner was covered in preceding chapters.

### **Environment, Health and Safety**

A reduction of the environmental impact and improved occupational health and safety has been among the priority objectives in the further development of sprayed concrete technology. Sprayed concrete with alkali-free accelerating admixtures can offer considerable advantages in terms of both environmental protection and occupational health and safety.

The application of sprayed concrete should meet all health, safety and environment regulations valid at the place of use. Prior to commencement of any contract a full risk assessment and safety plan should be established and approved.

### **Safety of Personnel - Dust concentration**

During spraying, the building-site crew is at risk due to dust formation and the pollution of the air. The aerosols formed during the sprayed concrete application may constitute a health hazard and therefore have to be minimised. Dust is classified as an aerosol, as are smoke and mist.

Depending on the location and the point in time, the concentration of dust during spraying is subject to major fluctuations, which have to be considered in the interpretation of the results obtained. The fine dust concentration is assessed on the basis of the maximum permissible concentration of contaminants at the work place measured according to the Austrian Guidelines for Sprayed Concrete, Section 12.5.3. Fine dust is defined as dust likely to penetrate into the alveoli of the lungs.

The maximum permissible contaminant concentration at the work place is equal to the maximum permissible concentration of dust which, in general, does not adversely affect the health of workers in the case of repeated and long-term exposure, usually for eight hours, but for no more than 40 hours a week, without use of personal protective equipment (fine-dust masks).

### ***Permissible dust concentration based on maximum permissible contaminant concentration at the work place:***

Quartz content MAC value Type of dust Nature of dust % by weight c[mg/m<sup>3</sup>]

Q < 1 6 fine dust inert

1 < Q < 3.75 4 fine dust siliceous

Q > 3.75 0.15 fine quartz dust siliceous

(Ref: Austrian Guidelines for Sprayed Concrete, Section 12.5.3)

Given the fact that a range of activities are performed during tunnelling which produce varying amounts of dust, the assessment should be based on the entire working cycle. During spraying, a fine dust concentration of less than twice the relevant maximum permissible contaminant concentration at the work place should be aimed at as an hourly average. If personal protective equipment is used, higher limits are permissible, depending on the protective effect of the equipment. To diminish the dust load over the entire working cycle, the following measures are recommended:

- Dry spraying: use of moist aggregates, machine enclosure, favourable nozzle design, nozzle distance, water content
- Wet spraying with alkali-free accelerators
- Mechanical spraying arms



- Sufficient ventilation

Health hazards for building-site personnel, above all the risk of skin and eye lesions, can be prevented through the elimination of highly alkaline and strongly irritating admixtures, such as aluminate based products or waterglass.

### **Personal protection**

Personal protection equipment should be always used:

- Helmet
- Goggles, visor
- Dust mask (respirator type - when required, depending on application method and conditions)
- Overalls
- Gloves
- Ear protectors
- Reinforced toe-caps

When applying sprayed concrete overhead, it is not allowed to walk below freshly placed concrete until sufficient strength has been reached. The required time span has to be based on early strength measurements and local conditions (temperature, cement type, dosage/type of sprayed concrete accelerator).

### **Precautions in the event of blockages of material lines and nozzle**

- Whenever a blockage occurs, the operation of the following equipment has to be interrupted:
- Main air supply: to be turned off
- Spraying machine: to be exhausted and/or shut off
- Accelerator pump: to be shut off
- Air supply to nozzle: to be shut off
- Wet spraying machine: take off concrete pressure by reversing the pump.
- Before demounting the line: secure the material lines/nozzle from uncontrolled recoil.
- No personnel in front of the hose under demounting or until the pressure in the material line is relieved.

### **Safety of hoses and couplings**

- Only special reinforced and approved concrete hoses and couplings should be used. In general they should be approved to a bursting pressure equal to twice the actual working pressure.
- All connections/couplings (of concrete, water, accelerator and air hoses) should be equipped with secondary safety fittings.
- All couplings/hoses should be regularly checked and tested.

### **Environmental issues**

Local regulations and standards for environmental issues shall be implemented and followed. The following environmental impacts should be considered:

#### **Impact on soil**

In the course of spraying, some of the concrete mix drops to the ground as rebound and is removed together with the excavated material.

Given the fact that the rebound mixes with the excavated material and an environmental impact cannot be altogether excluded, a reduction of the rebound ratio is desirable.



### Impact on Water

When used in tunnelling, sprayed concrete may be in contact with rock and ground water. Increased leachability of sprayed concrete may therefore lead to segregation and long-term impact on draining water. Since the leachability of normal concrete is very low even after a short period of hardening, an adverse impact on water quality has not been observed. Thus, concrete qualifies as an environmentally safe construction material. The same applies to sprayed concrete with alkali free accelerators. The use of accelerators based on alkali aluminate and/or silicates increases the portion of leachable materials in sprayed concrete. The leachability of the rebound is also adversely affected.

Although the likelihood of Maverick getting involved with any form of tunnelling work is remote the section above has been included purely as a precautionary measure.

## **PART 2: STEEL SPECIFICATION**

Maverick Industries Ltd were instrumental in creating a sustainable method of construction that will enhance build accuracy and design out the potential for cracking and chipping of concrete elements during the skate park's life time – Please refer to our 'Steel Construction DWGs for detailed specification.

A key element of riding a skate park is the act of 'Grinding'. This is where the rider slides along an edge of a block, side of an element or a line of coping. Conventionally built concrete parks were prone to chipping where the concrete was not protected

During the engineering design phase the scheme is scrutinised to identify sections of the park where skaters will attempt to 'grind'. These areas will then have a variety of galvanised steel edgings specified, ranging from 50mm Box Section or Equal Angle – typically used on Grind Boxes through to rounded beading or strip that will form the convergence line of a pyramid or rollout from a hubba.

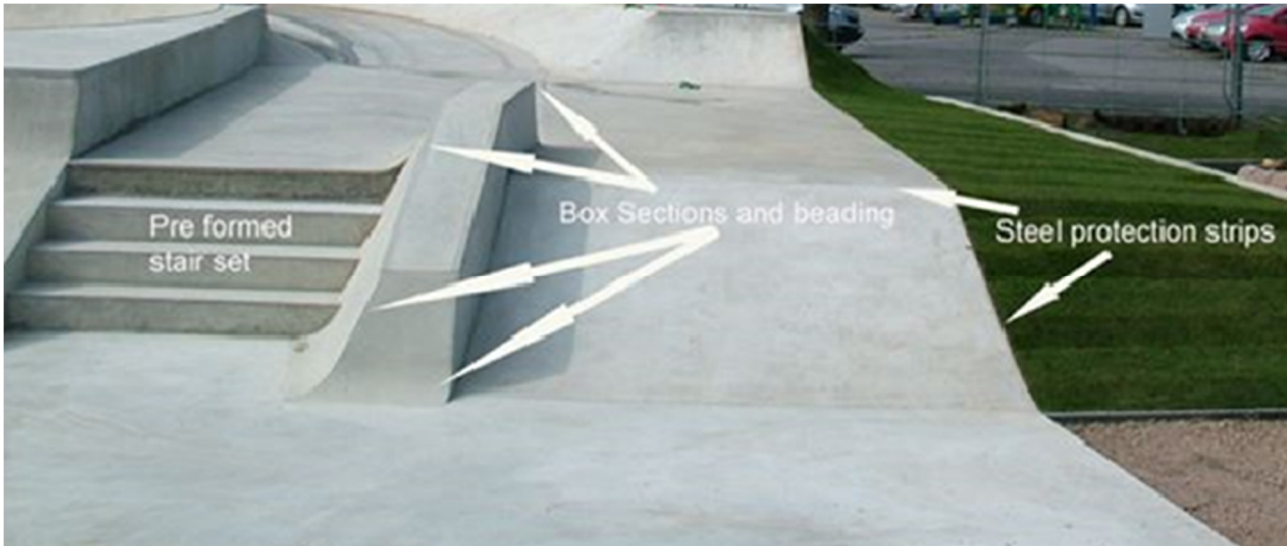
By specifying a steel set into a concrete feature, we also need to be mindful of the two differing coefficient rates of linear expansion and thinning of concrete as the two elements join. To combat these facts and remove the chance of any cracking caused by this arrangement we utilise an edging tool that creates a small "V" shape between the steel and the concrete. This can be seen in the two pictures below:



Edging Detail showing the 'V' cut



Further examples of steel use can be seen in this picture of our skate park in Dorchester whilst clearly still in the build process. By no means exhaustive in terms of all the steels that could have been notated in just this picture, it does however give an indication as to why our parks hold up so well and are recognised as being technically perfect by the riders themselves



### **References**

The following list notates the Codes and standards that were referenced partially or wholly in the above. The list is by no means exhaustive but covers every aspect of provision Maverick consider to be important.

- EN 196-3 Methods of testing cement - Part 3: Determination of setting time and soundness
- EN 196-6 Methods of testing cement - Part 6: Determination of fineness
- EN 197-1 Cement - Composition, specifications and conformity criteria - Part 1: definitions and compositions
- EN 206 Concrete - Performance, production, placing and compliance criteria
- EN 480-1 Admixtures for Concrete, Mortar and Grout; Test Methods - Part 1: Reference concrete and reference mortar for testing
- EN 480-2 Admixtures for Concrete, Mortar and Grout; Test Methods - Part 2: Determination of the setting time
- EN 480-6 Admixtures for Concrete, Mortar and Grout; Test Methods - Part 6: Infrared analysis
- EN 480-8 Admixtures for Concrete, Mortar and Grout; Test Methods - Part 8: Determination of the conventional dry material content
- EN 480-10 Admixtures for Concrete, Mortar and Grout; Test Methods - Part 10: Determination of water soluble chloride content
- EN 934-2 Admixtures for Concrete, Mortar and Grout - Part 2: Concrete Admixtures - Definitions, Specifications and Conformity Criteria
- EN 934-6 Admixtures for Concrete, Mortar and Grout - Part: Sampling, quality control and evaluation of conformity
- EN 1008 Mixing Water for Concrete - Specification and Tests
- EN 1542 Products and Systems for the Protection and Repair of Concrete Structures; Test Methods - Pull off test
- EN 4012 Testing concrete - Determination of compressive strength of test specimens
- EN 4109 Testing concrete - Determination of consistency - Slump test
- EN 7034 Testing concrete - Cored specimens - Taking, examining and testing in compression





## **Acknowledgements**

In the production of this method statement some factual and technical information was drawn from many sources and due deference specifically to the BSI and EFNARC authorities and their websites has been paid and is acknowledged.

Reviewed 20<sup>th</sup> April 2017

**Mark Clogg**

Maverick Industries Ltd



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Page 156

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## Llwynderw Skatepark – Design and Build

### Management Procedures – A statement

*To include Health and Safety, Quality Assurance, Risk Management*

#### Health and Safety:

We pride ourselves on the professional approach to Health and Safety we have adopted since our inception. Naturally we are CHAS and Constructionline Accredited but we do not just pay lip service to H&S matters. We have a very well embedded culture of Safe Systems of Work and practices throughout our organisation which are constantly monitored and developed at Director level.

We operate an open door policy with our workforce and if they are able to identify methods of working that can improve site safety, these revised methods will be instantly incorporated into the appropriate method statements. We have a set of generic Risk Assessments that remain the same irrespective of the site we are working on, but we will also produce site specific Risk Assessments where needed along with a Pre-construction Health and Safety Plan and a Site Specific Construction Method Statement.

We are very proactive in keeping site crew informed of current legislation or indeed if the H&SE issue directives for employers to focus on issues such as (recently) airborne silica particulates being released into the atmosphere during the construction process and how to safeguard the site crews' wellbeing. We in such circumstances, meet with all the operatives and explain the notice that has reached our attention and the dangers it may represent. We then jointly formulate a way to control the risk to an acceptable level that will meet the H&SE's directives. In the case of the Silica notice, upgraded fully fitting face masks were provided and when concrete needed to be cut using a power saw, we instigated a regime where crews worked in pairs, one cutting and the other constantly spraying the saw blade with water to reduce the creation of dust to practically zero.

Each project we start begins with Maverick's H&S Officer – who is IOSH accredited - meeting the crew on site and holding a tool box talk where any site specific H&S issues are specifically highlighted. This is generally the cumulation of data gathered in desktop surveys, formal site surveys and locally sourced knowledge of historical works that may not show up on the various surveys carried out.

The most common issue we encounter is buried services, at our planning stage we will have ensured all works would meet with respective easement areas but any detected or known services will as a matter of course, be marked to ensure a visual representation of their existence remains for the duration of the works to ensure they are not accidentally disturbed.

We had previously alluded to our day to day H&S practices but in addition, we hold on a monthly retainer the services of MSAFE Ltd. to offer specialist advice whenever it is needed, and we hold an annual meeting with Nathan Pitt in our offices to run through our procedures and to cross check that we have identified all relevant H&S updates to ensure we are remaining compliant in all areas of our work.

Their website can be interrogated by pasting this link into your browser:

[www.msafe.co.uk](http://www.msafe.co.uk)



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**Quality Assurance:**

We believe we are alone in the UK skate industry in operating a Total Quality Management System known as Six Sigma. We have found this aligns itself with our requirements much more than the conventional ISO 9001 QMS.

Our superlative reputation for quality throughout the entire delivery process is set and recognised by both users and clients and the finished product speaks for itself. We therefore are confident in stating our TQMS is both appropriate to our needs and clearly works.

We have completed a draft set of Six Sigma documents which will obviously need development as time goes on but they will form the backbone of our TQMS which will run alongside all our future dealings.

**Risk Management:**

This heading can be interpreted in two ways. We believe we have already covered the risk management on site above under the Health & Safety heading, however we can also consider Risk Management as being the process of identifying, assessing and controlling an organisation's capital and earnings. Such threats or risks could stem from a wide variety of sources including financial uncertainty, legal liabilities, strategic management errors, accidents and natural disasters.

In short, Risk Management at Maverick refers to the practice of identifying potential risks in advance, analysing them and taking precautionary steps in advance to reduce or preferably avoid the risk entirely. When you interrogate our Six Sigma document, you will see that we place great store in ensuring any design we offer has been carefully costed. Every external financial pressure is considered and accounted for within our own costing tool. This therefore highlights at a very early stage if the design is financially viable and once set, allows us to project budgetary requirements. If we are at a stage where we have a formal order the scheme is then placed in our cash flow forecast which also highlights payment dates to the various HMRC departments and suppliers.

After eleven years of providing skate parks to the public sector we have become adept at identifying the projects we are most likely to win which helps us to understand in the broadest of terms, what our requirements may be up to eighteen months in advance. Likewise we have already won a great many projects which are not yet fully funded or perhaps have issues such as planning and the suchlike yet to overcome. All these factors feed into our overall "Big picture" and updates on these are usually gained on a monthly basis.

Our accountant spends an afternoon each week with us updating and analysing cash projections as well as tracking our invoices to ensure we have a very robust understanding of our weekly financial wellbeing for up to three months in advance.

We have always believed in paying our suppliers on time as well as honouring our obligations to the crown in a timely fashion which ensures we do not enter the realms of long term historic debt. Keeping a finger on our fiscal pulse is common sense and is a professional and sensible way to run our business. We know well in advance when large payments will need to be made and by judicious application of cost control, we can ensure our obligations are met without compromising our ongoing cash flow forecasts.

Fortunately legal liabilities can be kept to a very manageable and minimal amount by simply running the company ethically and honestly. Strategic management errors are also kept in check by the way we operate. No single decision of strategic importance is made by just one person. Every decision that can have a bearing on the company's direction is discussed and analysed by all the directors together and sometimes with our accountant as well if it is seen to be desirous.

We keep returning to the Six Sigma TQMS. By understanding our business at a micro level we are able provide the client with a proposal that will meet their aspirations and will conform to their definition of success. We know we will be able to deliver it for the fixed sum we have promised and equally importantly, we have the financial stability built in from the start that will enable us to fulfil our obligations in the long term to the client should any remedial work be required during the guarantee period.



Accidents in the real world cannot be entirely ruled out. All we can do is to put in place systems of work that are proven to be safe, provide a working environment that is conducive to SSOW and give crews the right tools to do their job. *Should* something unforeseen happen, we have the policies, procedures and back up suppliers in place that will allow us to mitigate the effect of such an event to the degree that the delivery team or supply chain will appear to be unaffected.

Keeping site equipment in good order is part of site crews daily routine. Equipment failure at the wrong time can have knock on consequences affecting programming as well as financials.

We took the decision several years ago to purchase our own concrete pump which ensures the most important piece of equipment we use is entirely under our own control. We know it to be fit for purpose, clean, well maintained and only ever used by ourselves.

Perhaps using the term natural disasters may sound like over kill but one thing we have no control over is the weather. Unseasonal weather trends can catch anyone out, but our site build programming has the ability to be flexible should prevailing conditions temporarily preclude certain procedures. Likewise, we can take a pragmatic view of what we are likely to achieve during a given period of the year and a projected build programme will have considered and costed for, anticipated seasonal weather patterns. Each project also has a contingency period built in to allow for the theoretical “unseen eventualities”.

It is this level of understanding and preparedness that has allowed us to become the success we are.





## Minutes of Council Meeting

9 June 2020

MINUTES of the MONTHLY MEETING of MUMBLES COMMUNITY COUNCIL held via Zoom on Tuesday 9 June 2020

**Present:**

**113.06 Councillors(s)  
.2020**

Pam Erasmus  
Rebecca Fogarty  
Gareth Ford  
Adam Gilbert  
Richard Jarvis  
Myles Langstone  
Sara Keeton  
Rob Marshall

**Councillors(s)**

Martin O'Neil  
Phillip Reason  
Ian Scott  
Carwyn Thomas  
Will Thomas  
Carrie Townsend Jones  
Linda Tyler-Lloyd

**114.06 In attendance:**

Steve Heydon (Clerk), Paul Beynon (RFO)

**115.06 Apologies for Absence**

**Councillors:** Tim Bull & Rebecca Singh

**116.06 Declarations of Interest**

**Rebecca Fogarty** declared an interest in item **166.06** as her husband runs a similar company to the Lighthouse Theatre

**Cllr Myles Langstone** declared a personal interest in item **170.06** as he objected to the original proposal

**Rob Marshall** declared an interest in item **166.06** as he is friends with the Lighthouse Theatre.

**Cllr Ian Scott** declared a personal interest in item **170.06** as he objected to the original proposal.

**Cllr Will Thomas** declared a personal interest in item **170.06** as he objected to the original proposal.

**117.06 Minutes of the Monthly Meeting held on 10 March 2020**

**RESOLVED** to confirm as a correct record the minutes of the Monthly Meeting held on 10 March 2020.

**118.06 Minutes of the Special Meeting held on 11 May 2020**

**RESOLVED** to confirm as a correct record the minutes of the Special Meeting held on 11 May 2020.

**119.06 Minutes of the Annual Meeting held on 19 May 2020**

**RESOLVED** to confirm as a correct record the minutes of the Annual Meeting held on 19 May 2020.

**120.06 Minutes of the Special Meeting held on 27 May 2020**

**RESOLVED** to confirm as a correct record the minutes of the Monthly Meeting held on 27 May 2020.

**121.06 Clerk' Report**

The Clerk's Report was circulated with the agenda pack.

**RESOLVED** that this be noted.

**122.06 Chair's Report**

The Chair's Report was circulated with the agenda pack.

**RESOLVED** that this be noted.

**Finance Report**

	<b>Electronic Payments for Approval</b>	<b>£</b>	<b>£</b>	<b>£</b>
<b>123.06</b>	23/03/20 Barclaycard March 2020 Statement – see below	1,033.26	0.00	1,033.26
<b>124.06</b>	21/04/20 Barclaycard April 2020 Statement – see below	539.34	0.00	539.34
<b>125.06</b>	29/04/20 Alain Thomas Consultancy – Advance of Fees	350.00	0.00	350.00
<b>126.06</b>	01/05/20 Ostreme Community Association - Rent	800.00	0.00	800.00

<b>127.06</b>	04/05/20	Alain Thomas Consultancy – Evaluation March 2020	956.00	0.00	956.00
<b>128.06</b>	04/05/20	Peter Lynn & Partners - Ostreme	1,653.50	330.70	1,984.20
<b>129.06</b>	04/05/20	Peter Lynn & Partners - Ostreme	393.90	76.38	470.28
<b>130.06</b>	04/05/20	Peter Lynn & Partners – Ostreme	261.30	52.26	313.56
<b>131.06</b>	15/05/20	Barracwda – Dragon Parade	600.00	0.00	600.00
<b>132.06</b>	15/05/20	Picseli – Multimedia Consultant May 2020	416.67	83.33	500.00
<b>133.06</b>	15/05/20	Complete Self Storage – May 2020	116.67	23.33	140.00
<b>134.06</b>	15/05/20	Ffion Powell – Volunteer Shopping Reimbursement	68.27	0.00	68.27
<b>135.06</b>	15/05/20	Sally Webber – Volunteer Shopping Reimbursement	22.75	0.00	22.75
<b>136.06</b>	20/05/20	Upper Norton Field Allotment Association - Grant	500.00	0.00	500.00
<b>137.06</b>	20/05/20	Amanda Evans – Volunteer Shopping Reimbursement	35.21	0.00	35.21
<b>138.06</b>	21/05/20	Barclaycard May 2020 Statement – see below	640.97	0.00	640.97
<b>139.06</b>	22/05/20	Virgin Media – Broadband/Phone May 2020	73.93	14.79	88.72
<b>140.06</b>	22/05/20	Cllr Richard Jarvis – Councillor Allowance 2018/19 and 2019/20	130.10	0.00	130.10
<b>141.06</b>	22/05/20	Ffion Powell – Volunteer Shopping Reimbursement	40.99	0.00	40.99
<b>142.06</b>	25/05/20	Staff Salaries - May 2020	2,534.11	0.00	2,534.11
<b>143.06</b>	26/05/20	Sally Webber – Volunteer Shopping Reimbursement	40.16	0.00	40.16
<b>144.06</b>	29/05/20	Gareth Bowen – Volunteer Travel Expenses	28.35	0.00	28.35
<b>145.06</b>	29/05/20	HMRC – Payroll Deductions Month 2	185.46	0.00	185.46
<b>146.06</b>	01/06/20	Sally Webber – Volunteer Shopping Reimbursement	22.50	0.00	22.50
<b>147.06</b>	01/06/20	Heatwave Marketing – COVID-19 Co-ordinator	726.23	0.00	726.23

<b>148.06</b>	01/06/20	Ostreme Community Association - Rent	800.00	0.00	800.00
<b>150.06</b>	02/06/20	Mumbles Community Association – Professional Fees	16,298.00	0.00	16,298.00
<b>151.06</b>					
<b>152.06</b>		<b>Total</b>	<b>29,267.67</b>	<b>580.79</b>	<b>29,848.46</b>

**154.06 Barclaycard Purchases – March 2020 Statement**

**£**

Apple – iPad Additional Storage	0.79
Catalyst2 Services – Website Hosting	15.59
Reach Publishing – EEO Advert	480.00
Survey Monkey – Annual Subscription	408.00
Giff Gaff – RFO Mobile Phone	6.00
Microsoft – Online Services	100.32
Microsoft – Online Services	22.56

**Total**

**1,033.26**

**155.06 Barclaycard Purchases – April 2020 Statement**

**£**

Apple – iPad Additional Storage	0.79
Catalyst2 Services – Annual Licence	118.80
Catalyst2 Services – Website Hosting	15.59
Giff Gaff – RFO Mobile Phone	6.00
Fluid Branding – Bamboo Pens	249.60
Microsoft – Online Services	100.32
Microsoft – Online Services	48.24

**539.34**

**156.06 Barclaycard Purchases – May 2020 Statement**

£

Apple – iPad Additional Storage	0.79
Vodafone – Mobile Phone Top Up	10.00
Amazon – RFO Printer Cartridges	35.70
Catalyst2 Services – Website Hosting	15.59
Giff Gaff – RFO Mobile Phone	6.00
Microsoft – Online Services	100.32
Microsoft – Online Services	45.12
EE – Mobile Phone Top Up	10.00
Zoom – Monthly Fee	14.39
Kingsbridge Print – COVID Leaflets/ID Badges/Lanyards	339.12
Argos – EEO Computer Storage	63.94
<b>Total</b>	<b>640.97</b>

**157.06 Income**

£

01/06/20 NEST – Pension Contribution Refund	117.03
<b>Total</b>	<b>117.03</b>

**158.06 Bank Balances at 04/02/2020**

£

Current Account	29,935.76
Savings Account	645,594.47
<b>Total</b>	<b>675,530.23</b>

**159.06** Cllr Reason joined the meeting.

**160.06** The meeting was adjourned to allow Alain Thomas to present his report.

**161.06 A Review of the Council’s structures, processes, and staffing arrangements**

Alain Thomas introduced his report to councillors.



**162.06** Myles Langstone left the meeting

**163.06 Skate Park Funding Proposal**

PROPOSED by Rebecca Fogarty  
SECONDEDED by Pam Erasmus

**PROPOSE** that, following the advice of the RFO and the Clerk, the attached funding package for the skatepark be put into place to satisfy the conditions for proven sustainable funding for the Mumbles Skatepark, demanded by the due diligence exercise of Swansea Council.

- a) That Mumbles Community Council underwrite any shortfall in funding up to a total of £362,240 in 2020-2021 to enable the Skatepark to be built in this financial year
- b) That a stage 1 grant application be submitted to Community Lottery Fund Wales.

A named vote was called:

For: Cllrs: Pam Erasmus, Rebecca Fogarty, Gareth Ford, Adam Gilbert Richard Jarvis, Sara Keeton, Rob Marshall Martin O'Neil, Phillip Reason Ian Scott, Carwyn Thomas, Will Thomas, Carrie Townsend Jones

Against: None

Abstain: Cllr Linda Tyler Lloyd

**RESOLVED** that the motion be **PASSED**

**Items from the Cultural Well-being Committee**

**164.06 Name of Committee**

As many of the events and activities organised by the Committee are aimed at tourists and visitors as well as the local community.

**RESOLVED** that the name of the Committee be changed to the Cultural and Tourism Well-Being Committee.

**165.06 Re-establishment of Mumbles Chamber of Trade**

The committee believe that it would be beneficial if the Mumbles Chamber of Trade was re-established to help support shops and businesses going forward. The intention is to include all commercial areas of Mumbles and

ideas included improved signposting and production of a map to guide visitors. It is also felt that the Mumbles Chamber of Trade could help to attract sponsors for future events being arranged by the Committee.

**RESOLVED** that the Council supports the re-establishment of the Mumbles Chamber of Trade and a working group be set-up to plan the re-establishment of the Chamber of Trade.

#### **166.06 Mumbles Guided Walks**

The Committee budget includes £1,500 for the Lighthouse Theatre which it is proposed is used to develop, research, create and write four filmed walking tours of Mumbles of roughly 15 minutes duration. The videos will be displayed on media portals and websites associated with Mumbles, Swansea Bay and the Lighthouse Theatre.

**RESOLVED** that a payment of £1,500 is made to the Lighthouse Theatre to create four filmed walking tours of Mumbles from the Mumbles Guided Walks budget.

#### **167.06 Myles Langstone re-joined the meeting**

#### **Recommendations by the Community & Social Well-being Committee**

#### **168.06 Underhill – MCA/MCC Group**

**RECOMMEND** that Martin continue to Chair the group and MCC representatives be Chair of Community & Social Well-being Committee, the Vice Chair of Council (as Chair could not fill the role) be appointed, together with one other councillor appointed by Council.

Two candidates – Carwyn Thomas & Carrie Townsend Jones were proposed and seconded.

A named vote was called:

For Carwyn Thomas: Cllrs: Adam Gilbert, Myles Langstone, Rob Marshall Martin O’Neil, Phillip Reason, Ian Scott, Carwyn Thomas, Will Thomas & Linda Tyler-Lloyd

For Carrie Townsend Jones Cllrs: Pam Erasmus, Rebecca Fogarty, Gareth Ford, Richard Jarvis, Sara Keeton & Carrie Townsend Jones

**RESOLVED** that Cllr Carwyn Thomas be appointed.

## **Recommendations by the Environmental Well-being Committee**

### **169.06 Co-opting & Appointing Members of the Committee**

**RESOLVED** that Ruth Cronin & Ed Hall be co-opted members of the committee

## **Recommendations by the Planning Sub-committee**

### **170.06 Planning Application 2018/2634/FUL - 31 Dwellings on Land off Higher Lane**

**RESOLVED** that Mumbles Community Council objects to this planning application on the grounds of the issues raised in the Lichfield's report commissioned by the Council which have not been addressed by the developer and the Statement of Common Concerns and Expectations produced by the community in response to the latest consultation on the application.

### **171.06 Appointment of Committees**

**RESOLVED** that:

Cllr Pam Erasmus be appointed to the Environmental Well-being Committee

Cllr Sara Keeton & Richard Jarvis be appointed to the Cultural & Tourism Well-being Committee

(and after the following named vote:

For Ian Scott: Cllrs: Myles Langstone, Phillip Reason, Ian Scott, Carwyn Thomas, Will Thomas & Linda Tyler-Lloyd

For Sara Keeton Cllrs: Pam Erasmus, Rebecca Fogarty, Gareth Ford, Martin O'Neill, Richard Jarvis, Sara Keeton & Carrie Townsend Jones)

Cllr Sara Keeton was appointed to the Community & Social Well-being Committee

**Meeting closed at 8:20 pm**



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## Maintenance & Guarantee Statement

### Llwynderw Skatepark

By choosing a skate facility made from in situ sprayed concrete the usual issues concerned with Maintenance and Durability can largely be set aside. Our superior method of finish will ensure your maintenance will be restricted to a series of simple visual checks to ensure undesirable foreign objects such as broken glass, sharps or even makeshift wooden obstacles have not found their way onto the park.

In Autumn months any leaf fall in the park should be removed as when they become wet they will present a real slip hazard to the users. We suggest a broom could be made available to the users so they can clear the park themselves as and when is needed in addition to a scheduled council operative clean.

We suggest a simple sign off book register is employed to state the date and time inspections are carried out, by whom and if anything untoward was found, and what arrangements have been made to rectify whatever fault has been found.

Since we are specifying a spray concrete facility there are NO fixings to break or come loose, there will be no safety hand rails that can fail. In reality all that is likely to be needed to be done is to litter pick the park and empty the bins. The park will not need to be treated with any specialist products.

The council will need to decide on their stance re graffiti. We can recommend products supplied by others to remove this. Generally, our parks for whatever reason do not appear to attract tagging on the riding surface. This is more about enforcing the local viewpoint and engendering respect amongst locals.

We recommend 'Graffiti Go' as a suitable product for removing Graffiti. Applied with care, and in line with the instructions then sponged off, this will do the job. You can purchase this directly on the following link:

**<https://www.toolstation.com/shop/p21232?table=no>**

Jet washing should only be used as a last resort as this can remove the cream from the concrete if not carried out with great care.

It should be noted that ALL concrete parks will at some point develop hairline cracks. With the reinforcement sheeting and steel "spiders web" arrangements in place and unseen on the finished article, this is absolutely of no consequence whatsoever. It is even to be expected. The design of the park from an engineering platform ensures it will be stable and will conform to all the relevant guide lines; however, you will have a full set of engineering drawings that will confirm that your park has been designed correctly.

In the highly unlikely event of finding a structural fault with one of our parks we simply ask you make contact with our office and send an email with pictures of what is concerning you. We will take whatever action is appropriate upon receipt.

The high C values that we build our parks to will ensure our facility is durable and completely fit for purpose. Anywhere where we would anticipate the users will "grind" has been protected by galvanised box steel, this will stop the chipping one usually sees in inferior park designs.



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Any edges such as floors or platforms which would not be used in such a way have been treated with a “rounding tool” this creates a radiused edge which not only adds an aesthetically pleasing finish, it will also deter cracks or chipping from appearing. The details of this will be found in the supplied engineering drawings and method statements.

We are aware that BMX bikes with “stunt pegs” have been known to damage skate parks, some scooters also have metal pegs. It is completely acceptable to state that metal pegs are NOT ALLOWED on this facility. There are many such rules in force in skate parks across the country and they tend to be self policed and enforced by the users themselves. The low decks on scooters can cause scuff marks on the concrete which though unsightly, is an unavoidable part of the wear and tear that a well used facility will experience.

We have done everything in our power to protect the park by ensuring every grindable edge is covered by the galvanised box section.

We are confident that our specification will stand the test of time as we have projects in the ground that are not showing adverse wear and tear after many years of use.

The beauty of providing a facility in spray concrete is the ease in which it can be repaired if it is ever needed. Any person with basic home DIY skills can mend any slight defects, we would advise that you simply contact us with a picture of what is worrying you, we will advise the appropriate course of action and if anything is required, it is likely that you will only need a small amount of one of these two (or similar) products:

<https://www.allfix.co.uk/productgrp/spit-c-mix-plus-polyester-resin-basic>

<https://flexcrete.com/flexcrete-products/concrete-repair-products/concrete-repair-mortars/monomix-hd-concrete-repair/>

Copings at weld points can be maintained if necessary by utilising Anti-Rust Galv Spray:

<https://www.actioncan.com/product/zg-90/>

Other areas where welds are visible should be checked for integrity and can likewise be treated with Galv Spray should “grinding” wear off the protective zinc we applied when the park was built.

If a formalised drainage system has been specified with this project and we will provide you with a Hex key in order for the drain to be checked and cleaned. The sump pot under the drainage cover may need occasional cleaning of debris to ensure the drains remain free and clear. Twice a year is generally sufficient. We suggest that the screw threads are dipped in grease before winding in place to ensure they will be able to be removed easily on the next inspection date. Where Aco drains are specified, covers need to be lifted and cleared of debris on a regular basis.

In line with standard JCT contract terms, we allow our clients to hold a retention during the 12 months Defects Liability Period (DLP) and in addition we will offer a 15 year guarantee against structural failure. The level of detail in engineering we go to ensures your park will be constructed to the highest possible standards.

At the end of the defects liability period we will return to site to carry out any necessary snagging.

Please note: Park defects and erosion of bunds caused by wear and tear, arson, deliberate misuse or wilful neglect are not covered by the guarantee, nor are any remedial works to landscaping works including trees.



Any ancillary items supplied such as shelters, benches & bins are also excluded from our guarantee but are covered by the standard warranty provided by the manufacturer.

It should be noted that Pool Copings & tiles whilst popular with the riders are prone to chipping when pegs are used in the park. For this reason regrettably they are excluded from our guarantee.

Upon practical completion and handover of the facility, responsibility for maintaining the facility and the surrounds, including watering until the bunds have grassed over and tree care passes to the client.

The quality of all the existing parks we have put in is testament to their predicted durability and projected long lifespan. We guarantee you will not be able to source a finer built skate park than one built by Maverick.

### Data Sheets

Data sheets for these materials will be provided within our 'As Built' information at the end of the project.

### On-going Maintenance Cost Summary

It is difficult for us to precisely quantify costs this as we are not party to the wage structure your operatives enjoy. If you are able to incorporate the suggested visual checks of the skatepark into existing arrangements for other facilities, we would suggest that cost is already budgeted for and as a consequence will not have any significant additional financial impact.

Cleaning of the park will often be undertaken by the users themselves if they have the ability to do so, and this should be encouraged - however you may wish to factor in during Autumn months a regime to clear the park of leaves and with bins being filled regularly and therefore needing emptying, whatever cost that entails for the council will need to be factored in.

There is absolutely no need for an additional annual paid for maintenance plan.

Should minor cosmetic repairs be required during its life cycle we have provided you with links showing costs to buy the products (at today's prices). You would only have to apportion an hourly rate to which ever member of your ground staff you would task with dealing with it. However, we would suggest that most repairs can be effected in under an hour based upon historical evidence.

Providing the park is looked after well, those costs should be all you will need to budget for during the park's lifetime.

### **Mark Clogg**

Maverick Industries - Health and Safety Officer

01.11.18



**Mumbles Skatepark Association - Fund raising plans**

The aim of the fundraising will be to support added value items to the site, such as but not limited to:

- additional seating
- water fountain
- additional bike racks
- advertising and infrastructure for events

<b>What</b>	<b>Description and Progress to Date</b>	<b>Estimated income</b>
<b>Merchandise</b> T-shirts, sweatshirts and stickers	We plan to work with local artists connected with the Art shows/Gallery events mentioned below. We already have suppliers/printers sourced and have also explored a pre order facility in the first instance (where you encourage pre orders to ensure you meet the minimum print number and, once met, the orders are shipped directly to individuals. As we build up funding, we can then set a print t run to sell at all events listed below.	Based on previous experience selling t-shirts etc to support bands and events, we anticipate a 100%/£10 profit on a one colour print design, with an initial run of 50 shirts.
<b>Gigs</b>	We aim to do gigs based in town and in Mumbles to support fundraising. We have spoken to bands and have identified a venue. We have also liaised with local breweries to support re bar on a sale or return basis	Based on previous fundraiser events members of the association have been involved with, we anticipate somewhere in the region of £1000 raised per gig on entrance price and bar takings.  This would also be supplemented by raffles and merchandise sales
<b>Skate quiz night</b>	We have prepared several quizzes spanning skateboarding history from the 1960s to the present day and have run “online pilots” with a cross section of the community. We have also had initial discussions with a local venue in terms of running a monthly or quarterly event (dependent on initial uptake)	We anticipate somewhere in the region of £200 raised per quiz night  This would also be supplemented by raffles and merchandise sales
<b>Sponsored beach clean</b>	This will be dependent on involvement of local schools and other organisation/associations. The main focus of this event will be community engagement and a shared ownership of the site and its surrounding area. This will also help to engage the community with a shared sense of ownership moving forward, aimed to reduce litter, graffiti etc organically	Dependent on uptake, based on previous sponsored skate events, we anticipate somewhere in the region of £500 to be raised



<b>Art shows/Gallery events</b>	<p>We have spoken to local artists and Are awaiting responses from known international skate related artists. We have identified potential venues and have also liaised with local breweries to support re bar on a sale or return basis</p> <p>We would anticipate running annually, dependent on the success of the event</p>	<p>Based on previous fundraiser events members of the association have been involved with, we anticipate somewhere in the region of £1000 raised per event.</p> <p>This would also be supplemented by raffles and merchandise sales</p>
<b>Cinema and Co sponsored film events</b>	<p>Cinema and co have already offered to run and outdoor cinema in aid of the association, with the intention that £2 of the ticket price will go towards the association.</p> <p>In addition, they intend to involve local vendors who will also either Donate a fee to the association for participating or Donate a percentage of takings on the night</p> <p>Cinema and Co have indicated they would happily run this annually or more often, dependent on uptake</p>	<p>We anticipate somewhere in the region of £250 to be raised</p> <p>This would also be supplemented by raffles and merchandise sales</p>
<b>Sponsorship</b>	<p>The Association has made initial approaches to local shops/businesses and national distributors in relation providing product/prizes</p>	<p>Prizes to support quizzes, contexts, raffles etc</p>
<b>Beer Riff Sponsored Beer</b>	<p>Beer Riff have agreed to develop, brew and sell a bespoke craft IPA in support of the skatepark and the association will benefit from a percentage of the sales</p>	<p>% of sales</p>

# High Level Planning Appraisal of Council Owned Sites for potential Skatepark development in the Mumbles Community Council Area

**Draft Report**

**August 2020**

**Appraisal undertaken by**

**Strategic Planning Team  
Department of Planning and City Regeneration**



## Overview

Planning permission was approved by Swansea Council at a meeting of its Planning Committee in February 2020 for a proposed 'skatepark' development on a site off the A4067, Mumbles Road (see Figure 1). The proposals were submitted by Mumbles Community Council (MCC).

Following the planning permission being issued, it has been resolved to consider potential alternative sites for the skatepark development. The Council's Strategic Planning Team was asked by the Corporate Property Section in July 2020 to undertake a high level planning appraisal of a list of 10 Council owned sites. The sites and boundaries were identified by the Corporate Property Team as options to review within the MCC area. The consideration of the possible options has been broadly based on replicating the size of the approved scheme in terms of the developed area.

The site boundaries of each option are illustrated in Figure 1 (overpage) and are described below:

- **Option 1 Land south of the Petrol Station, Blackpill**
- **Option 2 Land south of the Junction Café and Blackpill Lido**
- **Option 3 Land to the north of the Blackpill Lido**
- **Option 4 Land at West Cross Park, West Cross**
- **Option 5 The Village Greens, West Cross**
- **Option 6 Norton Village Green, Norton**
- **Option 7 Land adjacent and opposite Southend playground, Mumbles**
- **Option 8 Underhill Park, Mumbles**
- **Option 9 Limeslade Car Park, Mumbles**
- **Option 10 Land adjacent to Oystermouth Castle, Mumbles**

The following pages summarise the findings of the high level planning appraisal undertaken of the 10 sites. The document includes findings on which sites are considered to offer a reasonable basis, in planning terms, for MCC to explore further as a potential site for the skatepark development, having regard to the policy and placemaking framework that apply. The findings do not seek to compare the sites with the scheme that received planning permission referred to above.

Please note that the comments and findings are the views of a planning officer, on behalf of the Planning Authority. Consultation with Statutory Undertakers and interested parties has not been undertaken, and such consultations (for example with highways, drainage, leisure departments) may identify additional issues for consideration. It is only through the submission of a planning application that full consideration of all relevant planning and placemaking issues can be given to a proposal. These high level comments will not prejudice any formal decision that the Authority makes about the suitability of any future application for planning permission if/when one is submitted.

Figure 1: Location of Council owned sites subject to appraisal





# Skatepark Site Assessment Report



<b>Name</b>	<b>Option 1 - Land South of the Petrol Station, Blackpill</b>
<b>Total Site Size</b>	0.61 ha (6,100 sq m)
<b>Existing Land use</b>	Greenspace
<b>Summary of existing use and context</b>	Level open greenspace containing some groupings of trees, and some other small individual trees. Site is situated on the Swansea Bay foreshore bordered by the petrol station to the north, coastal promenade to the east, Mumbles Road to the west, and a residential property to the south.

## Aerial Photograph




  
 Cyngor Abertawe  
 Swansea Council

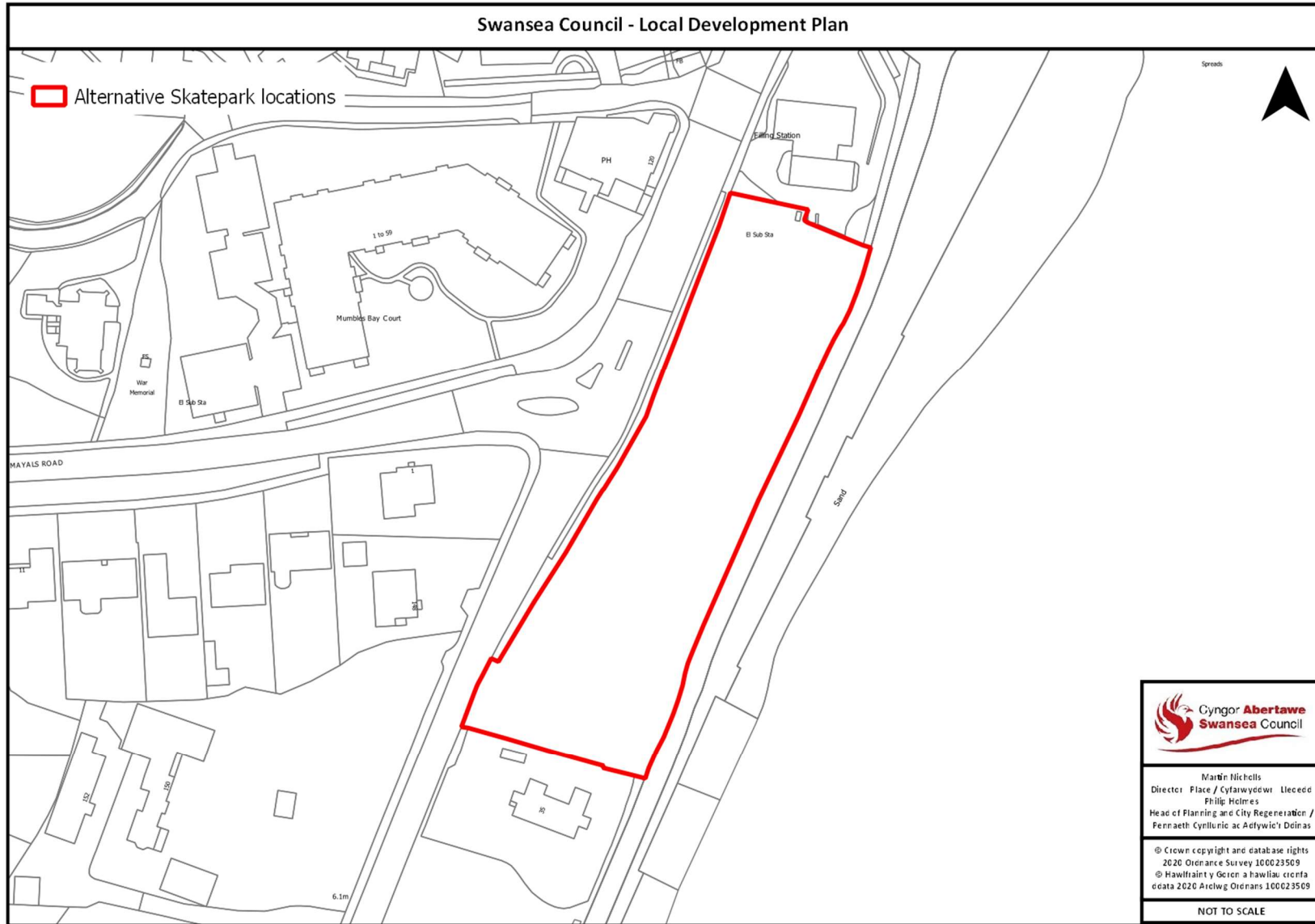
Mark Mitchell  
 Director Place / Cytawyddwsi Lleched  
 Philip Holmes  
 Head of Planning and City Regeneration /  
 Penrhwy Cynllunio a Chytawyddwsi Lleched

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 2020 Ordnance Survey 100023569

NOT TO SCALE

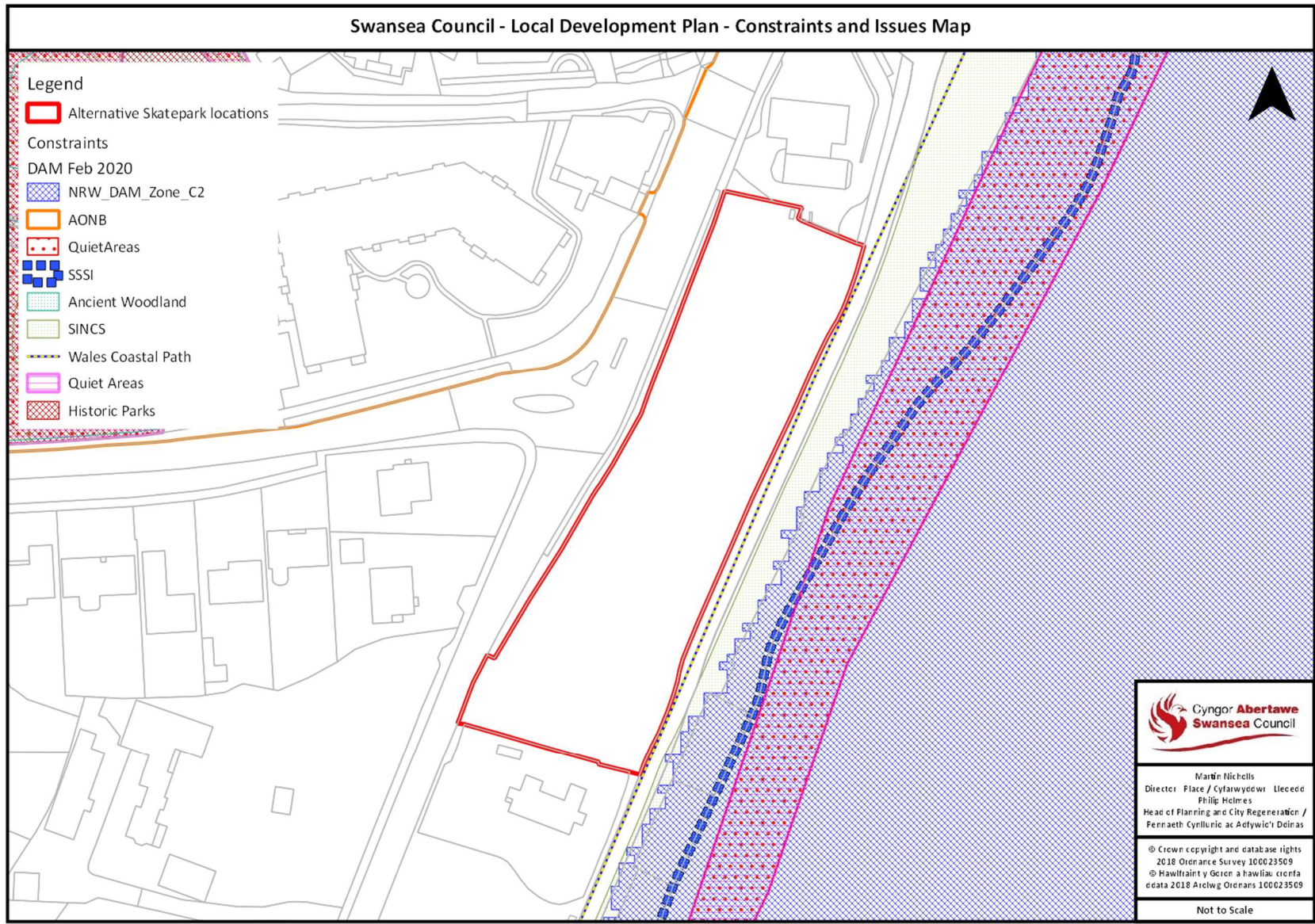
# Background and History

## LDP Proposals Map – White land in the urban settlement





# LDP Constraints Map – no designated constraints on the site itself





Relevant Planning Applications History - None

Planning Assessment

Site Description			
Name	Option 1 - Land South of the Petrol Station, Blackpill		
Context and Character			
Issue	Criteria	Commentary	Notes
Classification	Brownfield	Greenfield	
	<b>Greenfield</b>		
	Brownfield / Greenfield Mix		
Surrounding land use(s)	Agricultural	Petrol Station to the north Residential to the south Promenade and active travel link to the east Public highway to the west	
	<b>Residential</b>		
	Employment		
	<b>Leisure</b>		
	<b>Mixed Commercial</b>		
	Other		
Dominant Landscape functions	<b>Yes</b>	Provides setting to the Bay / foreshore promenade.	
	No		
Key landscape features	Complex	The site has simple landscape features	
	Moderate		
	<b>Simple</b>		
Impact on areas designated for landscape value	<b>AONB</b>	Nearby land to the north west on the opposite side of Mumbles Road is located inside the Gower AONB. Suitable landscaping would be required in-line with LDP Policy ER 4 to ensure no unacceptable detrimental impact on the natural beauty of the AONB.	
	SLA		
	Heritage Coast		
Impact on historic designations	Ancient Monument	No designated constraints identified	
	Archaeologically Sensitive Area		
	Archaeological Site		

	Historic Park and Garden and Setting		
	Historic Landscape		
	Conservation Area		
	Listed Building		
Impact on views and vistas	-	There are iconic views of the Bay looking through the site, for people approaching Mumbles along Mumbles Road. The southern portion of the site forms a gateway to Mumbles and contains a "Welcome to Mumbles" sign. Potential development of a skatepark would need to be confined to the openspace north of this gateway area. Site is visible from the foreshore and Bay and would need to be landscaped.	
Topography	<b>Level</b>	Level site	
	Undulating		
	Sloping		
	Mixed		
Natural surveillance	<b>Yes</b>	Yes from passing motorists and users of the promenade.	
	No		
Presence of overhead cables	Yes		Note some cables along the western edge of the site adjacent to the highway.
	<b>No</b>		
<b>Regeneration and Community</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Opportunities to contribute to vitality and viability of the area	<b>Significant</b>	Potential development of a skatepark in the open land in the northern portion of the site could provide the opportunity to add to the leisure offer at Blackpill. It would also be close enough to the existing Blackpill lido area to benefit from the existing café and toilet facilities there.	LDP policy TR 2 supports development of new visitor facilities and attractions, including proposals for sustainable recreation activities, at key destinations around Swansea Bay (subject to sensitive scale and design); and the Swansea Bay Strategy SPG encourages the sustainable
	Some		
	Few		

			enhancement of recreational and family entertainment facilities at Blackpill.
Environment and Climate Change Mitigation			
Issue	Criteria	Commentary	Notes
Impact on open space or recreational space	-	Site is currently informal open space. The site is much larger than the footprint required and so some informal open space could be retained while also providing a dedicated recreational facility.	Large site, well in excess of the 748 sq m footprint required by the approved scheme (ref 2019/2345/FUL).
Impact on Greenspace	-	Site is currently informal greenspace. The site is much larger than the footprint required and so some greenspace could be retained.	
Impact on Biodiversity	-	No formal biodiversity designations on the site itself. Groupings of large trees along the north boundary adjacent to the petrol station, and also in the southern portion of the site. Development of a skatepark should be avoided in these areas. Potential on the more open land in the northern portion of the site, consideration would need to be given to how the design could incorporate some smaller trees scattered in this area.	SINC and SSSI off site, located east of the promenade
Flood-risk and drainage	-	No physical constraints identified on the site.	
Proximity to existing potential nuisance and/or sources of pollution	Odour	Design should consider impact of busy public highway adjacent to the site	
	Noise		
	Light		
	Air		
Potential impact of future use on existing neighbouring development	Odour	Design and location would need to consider amenity impacts on the residential property adjacent to the southern boundary. Also consider the	Designated Quiet Area east of the site
	Noise		
	Light		
	Air		

	Waste	adjacent petrol station, public highway and active travel routes for example in terms of the safety of entrance/exit points to the potential skatepark facility.	
Land contamination	-	No physical constraints identified on the site.	
Land stability	-	No physical constraints identified on the site.	
<b>Transport and Accessibility</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Vehicular access and car parking opportunities	<b>Yes</b>	Site is similar to the site with planning consent, in terms of highway access, but is located closer to the substantial public car park at Derwen Fawr Road, and the pay and display car park adjacent to the Woodman Public House, and also the pedestrian crossings across Mumbles Road linking these car parks to the promenade.	
	Yes, but improvement required		
	No		
Accessibility to high frequency public transport access point, i.e. bus stop	<b>&lt; 400m</b>	On a major bus route and within 400m of bus stop	
	< 800m		
	> 800m		
Traffic conditions on nearby highway network	<b>Regularly congested</b>	Mumbles Road is regularly congested	
	Congested at times		
	No significant congestion		
Accessibility by active travel means	<b>High</b>	Located adjacent to the coastal cycle/footpath	
	Moderate		
	Low		
<b>Deliverability</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Availability	<b>Immediately available</b>	Council owned land with no current formal use	

	Some indication of availability		
	No indication of availability		
Suitability of site in terms of size and topography	Yes No	While noting development of a skatepark should be constrained to a certain part of the site, based on the above identified issues, there could potentially be sufficient useable space to accommodate the proposed 748 sq m build area footprint subject to further investigations such as the impact on existing smaller trees.	The DAS of the proposed scheme states that the new wheeled sports park has a build area of 748 m <sup>2</sup> (including the link paths)
Summary of Constraints	Physical	Trees in parts of the site	
	Environmental	Gateway location	
	Legal (e.g. Common Land; Village Green designations)	Key views across the site Buffer required from residential use	

**Summary of Findings**

Level site comprising informal greenspace. The site as a whole is large and well in excess of the 748 sq m footprint required by the approved scheme, however it is noted that in any event the total site area required should allow for surrounding circulation, open space and potential viewing of visitors/spectators and the required area therefore needs to be larger than the minimum footprint of the structure.

There are iconic views of the Bay looking through the site, for people approaching Mumbles along Mumbles Road. The southern portion of the site forms a key gateway to Mumbles and contains the “Welcome to Mumbles” sign, at which point the openness of the aspect is important to maintain. Potential development would need to be sympathetic to this, as well as the proximity of the residential property located along the southern boundary. There does however appear to be sufficient land available for further investigation in the open space area between the petrol station tree buffer and the tree grouping midway down the site. The land is highly visible from the foreshore, Bay and Gower AONB and any development would need to be suitably landscaped. Green space should be retained in the southern portion of the site to retain the gateway iconic views and serve as a buffer to the residential property.

Potential development of the land in the northern portion of the site, would provide the opportunity to add to the leisure offer at Blackpill in-line with LDP policy TR 2, which supports development of new visitor facilities and attractions, including proposals for

sustainable recreation activities, at key destinations around Swansea Bay (subject to sensitive scale and design); and the Swansea Bay Strategy SPG which encourages the sustainable enhancement of recreational and family entertainment facilities at Blackpill. It would also be close enough to the existing Blackpill lido area to benefit from the existing café and toilet facilities there.

The site benefits from good natural surveillance in terms of community safety. It is highly accessible in terms of transport connectivity, located on a major bus route and within 400m of a bus stop, and adjacent to the coastal cycle/footpath. It is located close to the substantial public car park at Derwen Fawr Road, and the pay and display car park adjacent to the Woodman Public House, and also the pedestrian crossings across Mumbles Road enabling safe access to these car parks.

While noting the search area for development would need to be constrained to a certain part of the site, based on the above identified constraints and opportunities, the appraisal indicates that the option offers potential for further investigation to accommodate the proposed skatepark.

# Skatepark Site Assessment Report



<b>Name</b>	Option 2 - Land south of the Junction Café and Blackpill Lido
<b>Size</b>	0.31 ha (3,100 sq m)
<b>Existing Land use</b>	Greenspace and cycle/foot path and land train route
<b>Summary of existing use and context</b>	Level open greenspace containing some trees and shrubs situated on the Swansea Bay foreshore to the south of the Blackpill Lido / Junction Café and north of the petrol station. The promenade runs along the east, and to the west is Mumbles Road. The site is bisected by a foot/cycle path running off the prom, which is also used as a 'stop' for the Land Train.

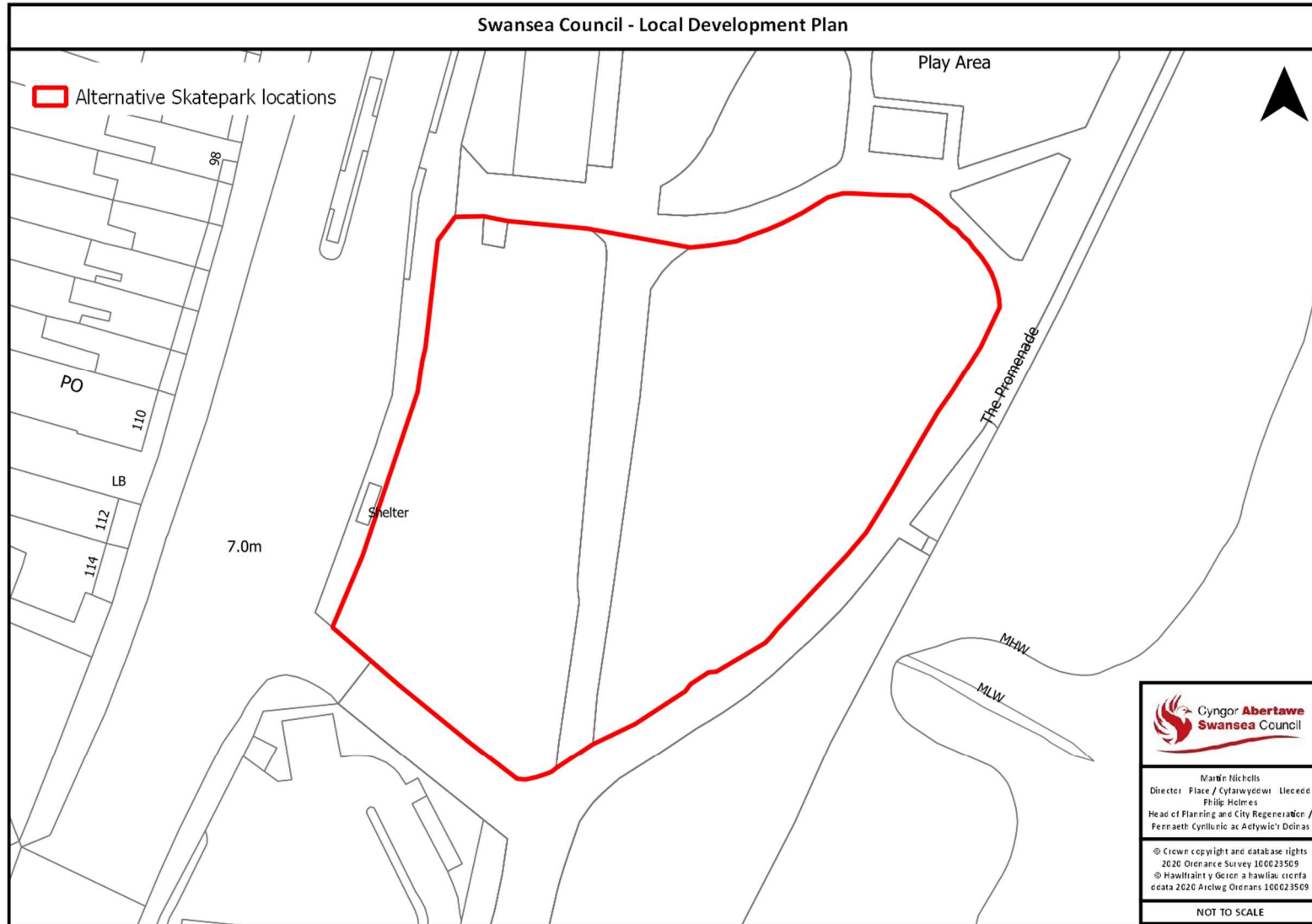
## Aerial Photograph



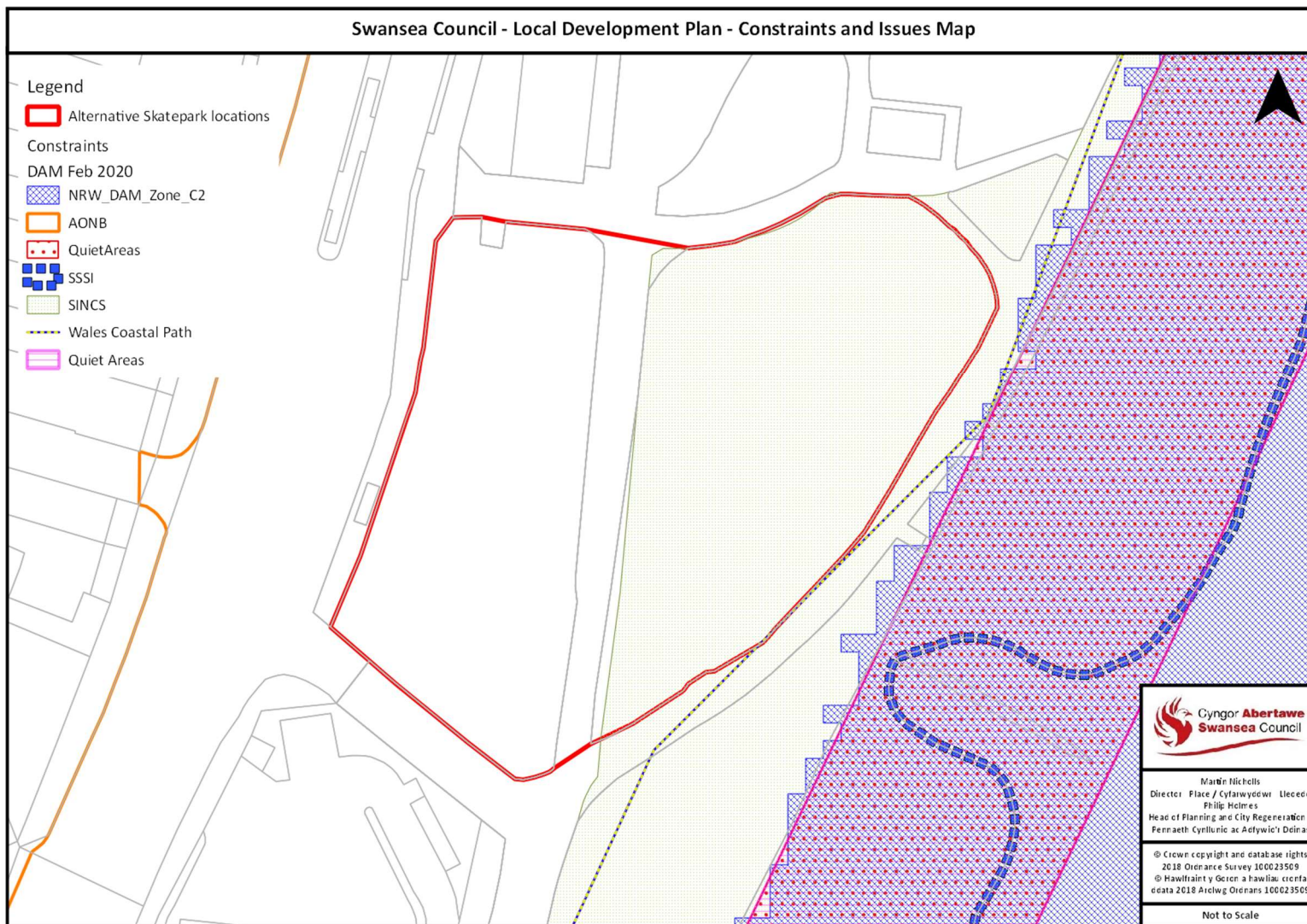


# Background and History

## LDP Proposals Map – White land in the urban settlement



LDP Constraints Map – SINC designation on the portion of the site east of the bisecting footpath



## Relevant Planning Applications History - None

### Planning Assessment

Site Description			
Name	Option 2 - Land south of the Junction Café and Blackpill Lido		
Context and Character			
Issue	Criteria	Commentary	Notes
Classification	Brownfield	Greenfield	
	<b>Greenfield</b>		
	Brownfield / Greenfield Mix		
Surrounding land use(s)	Agricultural	Petrol Station to the south Promenade and active travel link to the east Public highway to the west Junction Café, outdoor eating area, lido, play area and greenspace to the north	
	Residential		
	Employment		
	<b>Leisure</b>		
	<b>Mixed Commercial</b>		
Dominant Landscape functions	<b>Yes</b>	Provides some setting to the Bay / foreshore promenade.	
	No		
Key landscape features	Complex	The site has simple landscape features.	
	Moderate		
	<b>Simple</b>		
Impact on areas designated for landscape value	<b>AONB</b>	Nearby land to the west on the opposite side of Mumbles Road is located inside the Gower AONB. Suitable landscaping required in-line with LDP Policy ER 4 to ensure no unacceptable detrimental impact on the natural beauty of the AONB.	
	SLA		
	Heritage Coast		
Impact on historic designations	Ancient Monument	Listed building: Former Mumbles Railway Electricity Sub-Station.	
	Archaeologically Sensitive Area		
	Archaeological Site		

	Historic Park and Garden and Setting	In-line with LDP Policy HC 2, proposals which will have a relationship to a listed building, or its curtilage, must ensure that the setting is preserved.	
	Historic Landscape		
	Conservation Area		
	<b>Listed Building</b>		
Impact on views and vistas	-	Some views of the Bay looking through the site, for people approaching Mumbles along Mumbles Road, but existing views are limited to an extent by the landscaping vegetation on the site. Site is visible from the foreshore and Bay and adjacent to a listed building, so careful consideration of screening / landscaping would be required.	
Topography	<b>Level</b>	Level	
	Undulating		
	Sloping		
	Mixed		
Natural surveillance	<b>Yes</b>	Yes from passing motorists and users of the promenade / lido / cafe.	
	No		
Presence of overhead cables	Yes		
	<b>No</b>		
<b>Regeneration and Community</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Opportunities to contribute to vitality and viability of the area	<b>Significant</b>	Development of a skatepark, subject to suitable design, would provide the opportunity to add to the leisure offer at Blackpill. It would also be close enough to the existing Blackpill lido area to benefit from the existing café and toilet facilities there.	LDP policy TR 2 supports development of new visitor facilities and attractions, including proposals for sustainable recreation activities, at key destinations around Swansea Bay (subject to sensitive scale and design); and the Swansea Bay Strategy SPG encourages the sustainable enhancement of recreational and
	Some		
	Few		

			family entertainment facilities at Blackpill.
Environment and Climate Change Mitigation			
Issue	Criteria	Commentary	Notes
Impact on open space or recreational space	-	Site is currently informal open space. Eastern portion of the site, which is a SINC, contains picnic tables. The site is larger than the footprint required and so some informal open space could be retained while also providing a dedicated recreational facility.	Large site, well in excess of the 748 sq m footprint required by the approved scheme (ref 2019/2345/FUL).
Impact on Greenspace	-	Site is currently informal greenspace. The site is larger than the footprint required and so some green space could be retained.	
Impact on Biodiversity	-	<p>The portion of the site to the west of the bisecting foot/cycle path has no designations. It contains landscape shrubs across the site, and some large trees at the northern most end adjacent to the café.</p> <p>The portion of the site to the east of the bisecting foot/cycle path is a designated SINC. Development that would adversely affect locally designated sites of nature conservation importance should maintain and enhance the nature conservation interest of the site. Where this cannot be achieved development will only be permitted where it can be demonstrated that:</p> <ul style="list-style-type: none"> <li>i. The need for the development outweighs the need to protect the site for nature conservation purposes;</li> <li>ii. There is no satisfactory alternative location for the development that avoids nature conservation impacts; and</li> </ul>	SINC and SSSI off site, located east of the promenade

		iii. Any unacceptable harm is kept to a minimum by effective avoidance measures and mitigation, or where this is not feasible, compensatory measures must be put in place to ensure that there is no overall reduction in the nature conservation value of the area.	
Flood-risk and drainage	-	No physical constraints identified on the site itself.	
Proximity to existing potential nuisance and/or sources of pollution	Odour	Design should consider impact of busy public highway adjacent to the site.	
	<b>Noise</b>		
	Light		
	<b>Air</b>		
Potential impact of future use on existing neighbouring development	Waste	Adjacent to a Listed Building  Design would need to consider amenity impacts on the café and younger children / families playing in this area.  Also consider the adjacent petrol station, public highway, land train operations and active travel routes for example in terms of the safety of entrance/exit points to the facility.	Designated Quiet Area east of the site
	Odour		
	<b>Noise</b>		
	Light		
	<b>Air</b>		
Land contamination	-	No physical constraints identified on the site.	
Land stability	-	No physical constraints identified on the site.	
<b>Transport and Accessibility</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Vehicular access and car parking opportunities	<b>Yes</b>	Site is similar to the site with planning consent, in respect of highway access, but is located closer to the substantial public car park at Derwen Fawr Road,	
	Yes, but improvement required		

	No	and the pay and display car park adjacent to the Woodman Public House, and also the pedestrian crossings across Mumbles Road linking these facilities.	
Accessibility to high frequency public transport access point, i.e. bus stop	< 400m	On a major bus route and within 400m of bus stop.	
	< 800m		
	> 800m	Impact on land train operations would need to be considered.	
Traffic conditions on nearby highway network	<b>Regularly congested</b>	Mumbles Road is regularly congested	
	Congested at times		
	No significant congestion		
Accessibility by active travel means	<b>High</b>	Located adjacent to the coastal cycle/footpath	
	Moderate		
	Low		

**Deliverability**

Issue	Criteria	Commentary	Notes
Availability	<b>Immediately available</b>	Council owned land. Western portion of site is informal greenspace.	
	Some indication of availability		
	No indication of availability		
Suitability of site in terms of size and topography	Sufficient useable space to accommodate the facility?	The eastern part of the site is a SINC. This area is used for picnics (there are some tables) which complements the use of the lido. Any development would need to ensure it would not unacceptably reduce the area for those using the lido at busy seasonal times. Further investigation would be required regarding the development of the facility on that land and mitigation required.	



		There could potentially be sufficient useable space to accommodate a 748 sq m build area footprint on the western portion of land, subject to further investigations such as the impact on the existing vegetation, and whether sufficient space would remain to provide landscaping around the facility and a suitable relationship with the listed building.	
Constraints	Physical	SINC including trees and shrubs, and also containing picnic tables, on the eastern half of the site. Some shrubs/trees on the western half of the site. Listed building adjacent to the north	
	Environmental		
	Legal (e.g. Common Land; Village Green designations)		

**Summary of Findings**

Level site comprising informal greenspace, a picnic area, land train / cycle / foot path. Some of the land is subject to constraints.

The portion of the site to the west of the bisecting foot/cycle path has no constraint designations. It contains landscape shrubs across the site, and some large trees at the northern most end adjacent to the listed building / café. The portion of the site to the east of the bisecting foot/cycle path is a designated SINC. Development that would adversely affect locally designated sites of nature conservation importance should maintain and enhance the nature conservation interest of the site. Where this cannot be achieved development will only be permitted where it can be demonstrated that:

- i. The need for the development outweighs the need to protect the site for nature conservation purposes;
- ii. There is no satisfactory alternative location for the development that avoids nature conservation impacts; and
- iii. Any unacceptable harm is kept to a minimum by effective avoidance measures and mitigation, or where this is not feasible, compensatory measures must be put in place to ensure that there is no overall reduction in the nature conservation value of the area.

Further investigation would be required, working with Ecologist colleagues, regarding the acceptability of developing the facility on the land containing the SINC. The area here used for picnics (there are some tables) and complements the use of the lido. Any development would need to ensure it would not unacceptably reduce the area for those using the lido at busy seasonal times.

There could potentially be sufficient useable space to accommodate a 748 sq m build area footprint on the western portion of land, however it is noted that in any event the total site area required should allow for surrounding circulation, open space and potential viewing of visitors/spectators and the required area therefore needs to be larger than the minimum footprint of the structure. Any further investigations would need to consider whether the shape of the available land would be suitable for the design, the impact on existing vegetation, and whether sufficient space would remain to provide landscaping around the facility and a suitable relationship with the listed building. The design would need to also consider the adjacent petrol station, public highway, land train operations and active travel routes in terms of, for example, the safety of entrance/exit points to the skatepark facility.

Development of a skatepark, subject to suitable design, would provide the opportunity to add to the leisure offer at Blackpill in-line with LDP policy TR 2, which supports development of new visitor facilities and attractions, including proposals for sustainable recreation activities, at key destinations around Swansea Bay (subject to sensitive scale and design); and the Swansea Bay Strategy SPG which encourages the sustainable enhancement of recreational and family entertainment facilities at Blackpill. It would also be close enough to the existing Blackpill lido area to benefit from the existing café and toilet facilities there. Design would need to consider amenity impacts on the café and younger children / families playing in this area.

The site benefits from good natural surveillance in terms of community safety. It is highly accessible in terms of transport connectivity, located on a major bus route and within 400m of a bus stop, and adjacent to the coastal cycle/footpath. It is located close to the substantial public car park at Derwen Fawr Road, and the pay and display car park adjacent to the Woodman Public House, and also the pedestrian crossings across Mumbles Road enabling safe access to these car parks.

While noting the search area for development would need to be constrained to a certain part of the site, and further investigations required to ensure there is sufficient space for the design and appropriate mitigation measures, based on the above identified constraints and opportunities, the appraisal indicates that the option offers potential for further investigation to accommodate the proposed skatepark.

# Skatepark Site Assessment Report



<b>Name</b>	Option 3 Land to the north of the Blackpill Lido
<b>Size</b>	0.64 ha (6,400 sq m)
<b>Existing Land use</b>	Greenspace, cycle/footpath, children's play area and climbing facility
<b>Summary of existing use and context</b>	Level open greenspace containing some trees. Site is situated on the Swansea Bay foreshore bordered by the coastal promenade to the east, greenspace to the west, the Blackpill lido and Junction Café to the south, and River Clyne to the north. Site is bisected by a cycle/ foot path. Contains a children's play area and climbing facility. Greenspace used as informal recreation space associated with the lido facility.

## Aerial Photograph



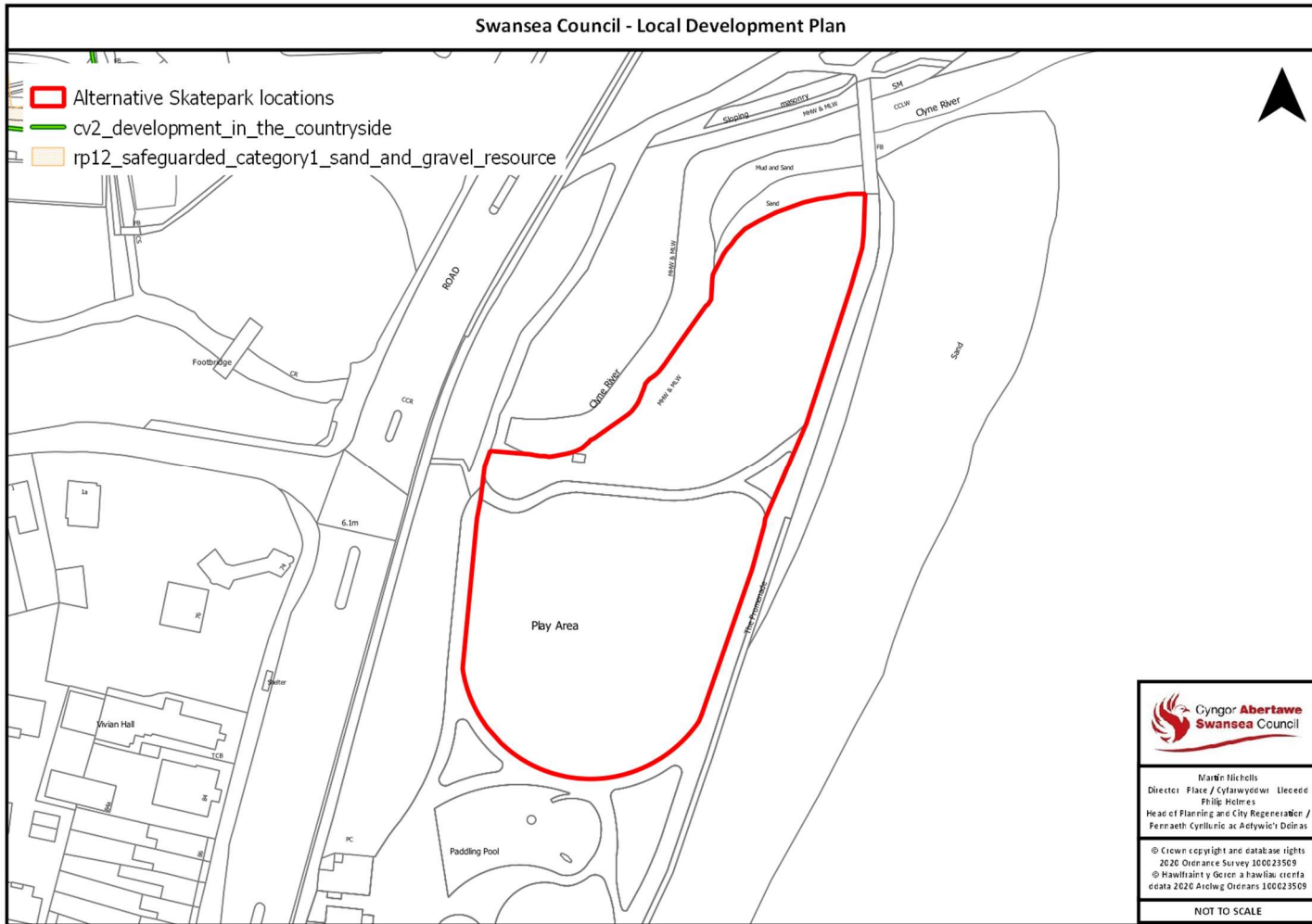
Mair Nîc Hollis  
 Director / Plac / Cyfarwyddwr Lleoliad  
 Philip Holmes  
 Head of Planning and City Regeneration /  
 Pennaeth Cystrawen ac Adywioc' Ddelnas

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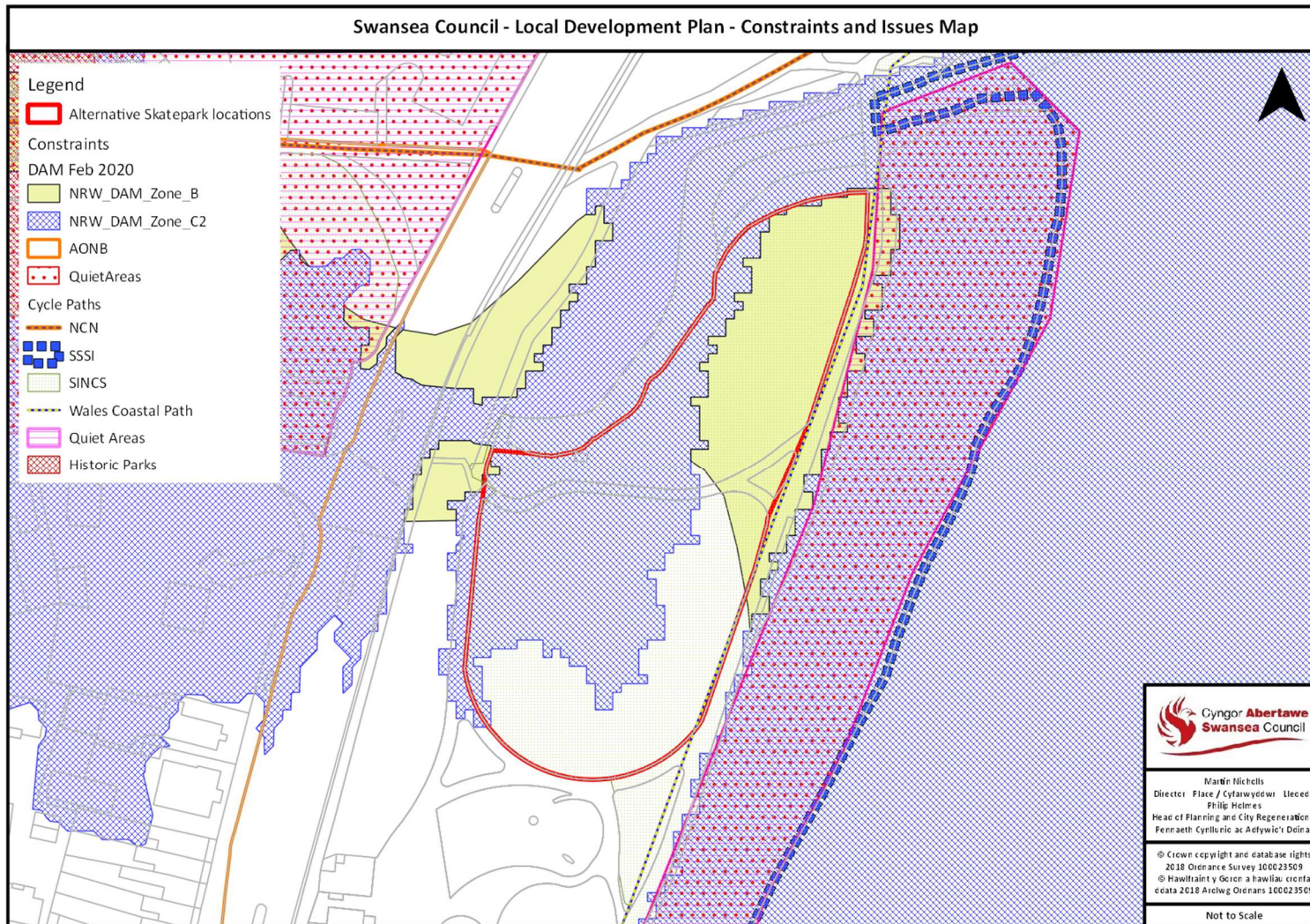
# Background and History

## LDP Proposals Map – White land in the urban settlement





LDP Constraints Map – NRW flood zones cover parts of the site; SINC covers entire site



## Relevant Planning History

2001/1203 Foreshore Fronting Blackpill Lido, Mumbles Road, Blackpill, Swansea

Reinforced concrete stepped revetment and access ramp

## Planning Assessment

Site Description			
Name	Option 3 - Land to the north of the Blackpill Lido		
Context and Character			
Issue	Criteria	Commentary	Notes
Classification	Brownfield	Greenfield	
	<b>Greenfield</b>		
	Brownfield / Greenfield Mix		
Surrounding land use(s)	Agricultural	Junction Café, outdoor eating area, lido, to the south	
	Residential	Public footpath and greenspace to the west	
	Employment	Foreshore active travel link to the east	
	Leisure	Watercourse (Clyne River) to the north / north west	
	<b>Mixed Commercial</b>		
Dominant Landscape functions	<b>Yes</b>	Provides setting to the Bay / foreshore promenade.	
	No		
Key landscape features	Complex	The site has simple landscape features	
	Moderate		
	<b>Simple</b>		
Impact on areas designated for landscape value	<b>AONB</b>	AONB on the opposite side of the public highway to the west of the site.	
	SLA		
	Heritage Coast		
	Ancient Monument		

Impact on historic designations	Archaeologically Sensitive Area	Listed building: Former Mumbles Railway Electricity Sub-Station.  In-line with LDP Policy HC 2, proposals which will have a relationship to a listed building, or its curtilage, must ensure that the setting is preserved.	
	Archaeological Site		
	Historic Park and Garden and Setting		
	Historic Landscape		
	Conservation Area		
	<b>Listed Building</b>		
Impact on views and vistas	-	Some views of the Bay looking through the site, for people approaching Mumbles along Mumbles Road, but existing views are limited to an extent by the landscaping vegetation on the site. Site is visible from the foreshore and Bay and would need to be sympathetically landscaped.	
Topography	<b>Level</b>	Level	
	Undulating		
	Sloping		
	Mixed		
Natural surveillance	<b>Yes</b>	Yes from passing motorists and users of the promenade / lido / cafe.	
	No		
Presence of overhead cables	Yes	No	
	<b>No</b>		
<b>Regeneration and Community</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Opportunities to contribute to vitality and viability of the area	Significant	Significant areas of the site contain a children's play area, mountain climbing facility, and overspill informal recreation area for the Blackpill lido, loss of which would impact on this popular facility.	
	Some		
	<b>Few</b>		
<b>Environment and Climate Change Mitigation</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>



Impact on open space or recreational space	-	Parts of the site contain a children's play area, mountain climbing facility, and overspill informal recreation area for the Blackpill lido, loss of which would impact on this popular facility.	
Impact on Greenspace	-	Nearly all of the site is currently greenspace which serves the Blackpill Lido facility.	
Impact on Biodiversity	-	<p>Trees on the site. Entire site is a designated SINC.</p> <p>Development that would adversely affect locally designated sites of nature conservation importance should maintain and enhance the nature conservation interest of the site. Where this cannot be achieved development will only be permitted where it can be demonstrated that:</p> <ul style="list-style-type: none"> <li>i. The need for the development outweighs the need to protect the site for nature conservation purposes;</li> <li>ii. There is no satisfactory alternative location for the development that avoids nature conservation impacts; and</li> <li>iii. Any unacceptable harm is kept to a minimum by effective avoidance measures and mitigation, or where this is not feasible, compensatory measures must be put in place to ensure that there is no overall reduction in the nature conservation value of the area.</li> </ul>	SSSI to the east of the site.
Flood-risk and drainage	-	Flood Zones associated with the River cover a substantial portion of the site	In order to avoid the risk of flooding, development will not be permitted in areas at risk of fluvial, pluvial, coastal and reservoir flooding, unless it can be

			demonstrated that the development can be justified in-line with national guidance and is supported by a technical assessment that verifies that the new development is designed to alleviate the threat and consequences of flooding.
Proximity to existing potential nuisance and/or sources of pollution	Odour	Design should consider impact of busy public highway near to the site.	
	<b>Noise</b>		
	Light		
	<b>Air</b>		
	Waste		
Potential impact of future use on existing neighbouring development	Odour	Impact on existing recreation facilities	Designated Quiet Area east of the site
	<b>Noise</b>	Design would need to consider amenity impacts on the café and younger children / families playing in this area.	
	Light		
	Air	Uneasy juxtaposition of uses.	
	Waste <b>Other</b>	Also consider the active travel routes for example in terms of the safety of entrance/exit points to the facility.	
Land contamination	-	No constraints identified on the site.	
Land stability	-	No constraints identified on the site.	
<b>Transport and Accessibility</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Vehicular access and car parking opportunities	<b>Yes</b>	Site is similar to the site with planning consent, in this respect, but is located closer to the substantial public car park at Derwen Fawr Road, and the pay and display car park adjacent to the Woodman Public House, and also the pedestrian crossings across Mumbles Road enabling safe access to these facilities.	
	Yes, but improvement required		
	No		

Accessibility to high frequency public transport access point, i.e. bus stop	< 400m	On a major bus route and within 400m of bus stop.	
	< 800m		
	> 800m		
Traffic conditions on nearby highway network	<b>Regularly congested</b>	Mumbles Road is regularly congested	
	Congested at times		
	No significant congestion		
Accessibility by active travel means	<b>High</b>	Located adjacent to the coastal cycle/footpath	
	Moderate		
	Low		

### Deliverability

Issue	Criteria	Commentary	Notes
Availability	Immediately available	Significant areas of the site contain a children's play area, mountain climbing facility, and overspill informal recreation area for the Blackpill lido, loss of which would impact on this popular facility.	
	Some indication of availability		
	<b>No indication of availability</b>		
Suitability of site in terms of size and topography	Sufficient useable space to accommodate the facility?	No	
Constraints	Physical	SINC covers the site	
	Environmental	Flood risk areas	
	Legal (e.g. Common Land; Village Green designations)	Impact on Blackpill lido and other existing recreation facilities	

### Summary of Findings

Significant areas of the site contain a children's play area, complemented by a mountain climbing facility and an area of 'overspill' informal recreation greenspace for the popular Blackpill lido. This area provides an important community and visitor play facility, which is likely to be unacceptably compromised by a development of the proposed scheme at this location.

A SINC designation covers the entire site.

Flood risk zones across large parts of the site.

The size of the site available, particularly given the abovementioned constraints and existing uses, indicates there would be insufficient space for the total site area required given it should allow for surrounding circulation, open space and potential viewing of visitors/spectators, in addition to the minimum footprint of the structure.

Not considered suitable for further investigation as a potential development site for the proposal, given significant planning issues and adverse impact on placemaking and biodiversity.

# Skatepark Site Assessment Report



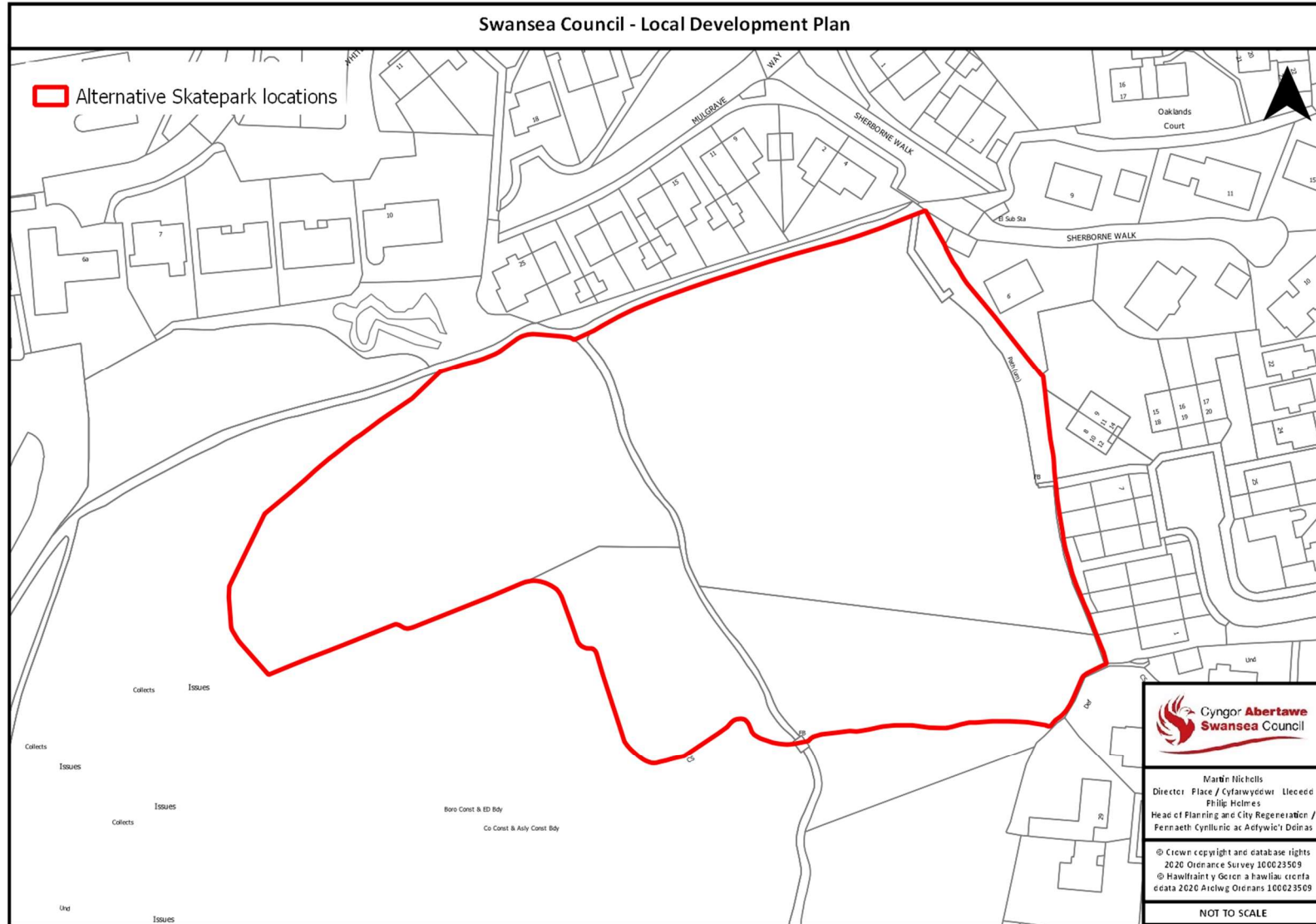
<b>Name</b>	Option 4, Land at West Cross Park, West Cross
<b>Size</b>	1.58 ha (15,800 sq m)
<b>Existing Land use</b>	Public park
<b>Summary of existing use and context</b>	Public park containing significant areas of ancient woodland located in the heart of a suburban community in Mayals / West Cross.

## Aerial Photograph



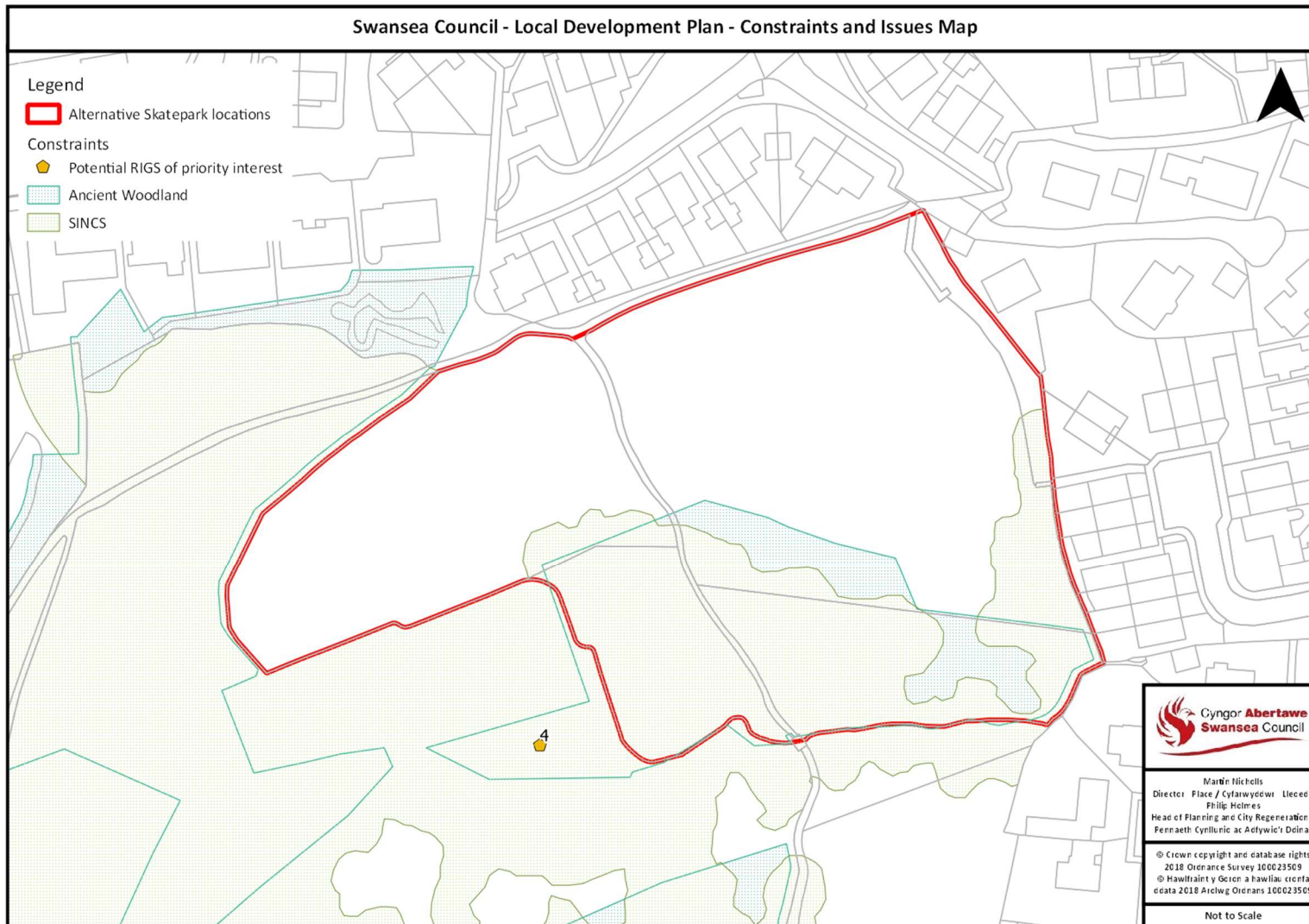
# Background and History

## LDP Proposals Map – White land in the urban settlement





# LDP Constraints Map – SINC and Ancient Woodland in the southern area of the site





Planning Assessment

Site Description			
Name	Option 4, Land at West Cross Park, West Cross		
Context and Character			
Issue	Criteria	Commentary	Notes
Classification	Brownfield	Greenfield	
	<b>Greenfield</b>		
	Brownfield / Greenfield Mix		
Surrounding land use(s)	Agricultural	Residential communities to the north and west Park and woodland to the east and south	
	Residential		
	Employment		
	Leisure		
	Mixed Commercial		
	Other		
Dominant Landscape functions	<b>Yes</b>	Parkland containing ancient woodland	
	No		
Key landscape features	Complex	Parkland containing ancient woodland	
	<b>Moderate</b>		
	Simple		
Impact on areas designated for landscape value	AONB	No impact on areas designated for landscape value	
	SLA		
	Heritage Coast		
Impact on historic designations	Ancient Monument	No impact on historic designations	
	Archaeologically Sensitive Area		
	Archaeological Site		
	Historic Park and Garden and Setting		
	Historic Landscape		
	Conservation Area		

	Listed Building		
Impact on views and vistas	-	Site visible from adjacent residential properties. Views from within the park and woodland edge.	
Topography	<b>Level</b>	Level	
	Undulating		
	Sloping		
	Mixed		
Natural surveillance	Yes	Only from other park users Limited visibility from surrounding residential properties,	
	<b>No</b>		
Presence of overhead cables	Yes	No	
	<b>No</b>		
<b>Regeneration and Community</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Opportunities to contribute to vitality and viability of the area	Significant	Few	
	Some		
	<b>Few</b>		
<b>Environment and Climate Change Mitigation</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Impact on open space or recreational space	-	Impact on parkland and openspace	
Impact on Greenspace	-	Impact on parkland and greenspace	
Impact on Biodiversity	-	Designated Ancient Semi Natural Woodland Designated SINC	
Flood-risk and drainage	-	No physical constraints identified on the site.	
Proximity to existing potential nuisance and/or sources of pollution	Odour	None	
	Noise		
	Light		
	Air		
	Waste		

Potential impact of future use on existing neighbouring development	Odour	Amenity impacts should be considered on residential properties	
	<b>Noise</b>		
	Light		
	Air		
	Waste Other		
Land contamination	-	No issues	
Land stability	-	No issues	
<b>Transport and Accessibility</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Vehicular access and car parking opportunities	Yes	Limited	
	Yes, but improvement required	Access roads are residential streets	
	<b>No</b>		
Accessibility to high frequency public transport access point, i.e. bus stop	< 400m	Limited	
	<b>&lt; 800m</b>		
	> 800m		
Traffic conditions on nearby highway network	<b>Regularly congested</b>	Mumbles Road regularly congested	
	Congested at times	Access roads are residential streets	
	No significant congestion		
Accessibility by active travel means	High	Low – only highly accessible to local population	
	Moderate		
	<b>Low</b>		
<b>Deliverability</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Availability	Immediately available	Currently parkland	
	Some indication of availability		

	<b>No indication of availability</b>		
Suitability of site in terms of size and topography	Sufficient useable space to accommodate the facility?	Large site, but not a sustainable site	
Constraints	Physical	SINC	
	Environmental	Ancient woodland	
	Legal (e.g. Common Land; Village Green designations)	Unsustainable site limited access to wider population by active travel Accessibility by vehicle limited Loss of park / recreation facility Limited natural surveillance	

### Summary of Findings

Site currently a public park, which provides an important area of open space to serve the surrounding community.

It is a relatively unsustainable site in transport terms given limited accessibility to the wider population (beyond immediate surrounding suburb) by active travel and bus. Restricted access by vehicle and parking. Large areas of the site are a SINC and ancient woodland.

Almost no natural surveillance or street frontage.

Not considered suitable for further investigation as a potential development site for the proposal, given significant planning issues and adverse impact on placemaking and biodiversity.

# Skatepark Site Assessment Report



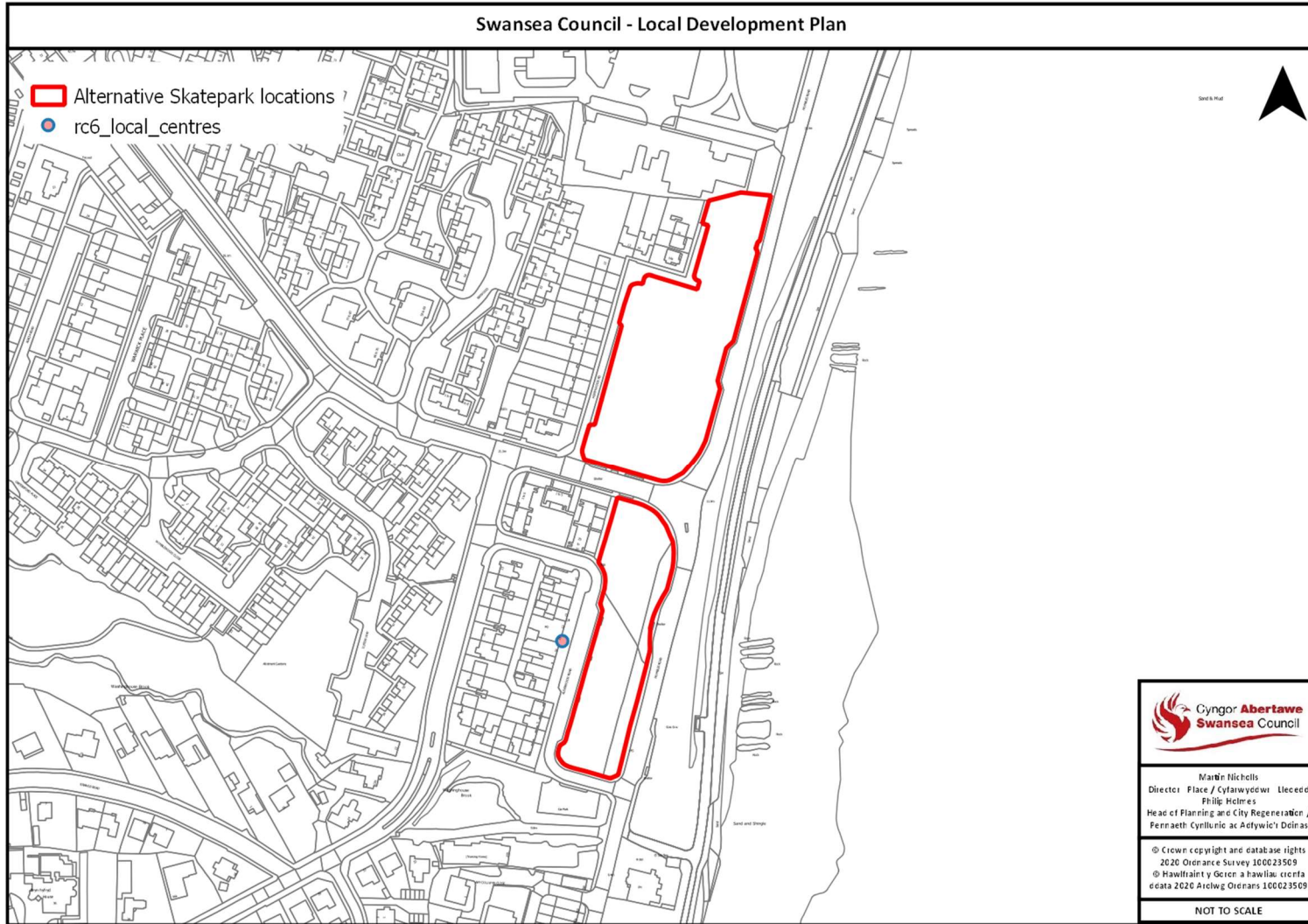
<b>Name</b>	Option 5 The Village Greens, West Cross
<b>Size</b>	1.27 ha (12,700 sq m)
<b>Existing Land use</b>	Village Greens
<b>Summary of existing use and context</b>	Designated Village Greens located in front of residential properties and the West Cross Local Centre overlooking the Swansea Bay foreshore

## Aerial Photograph



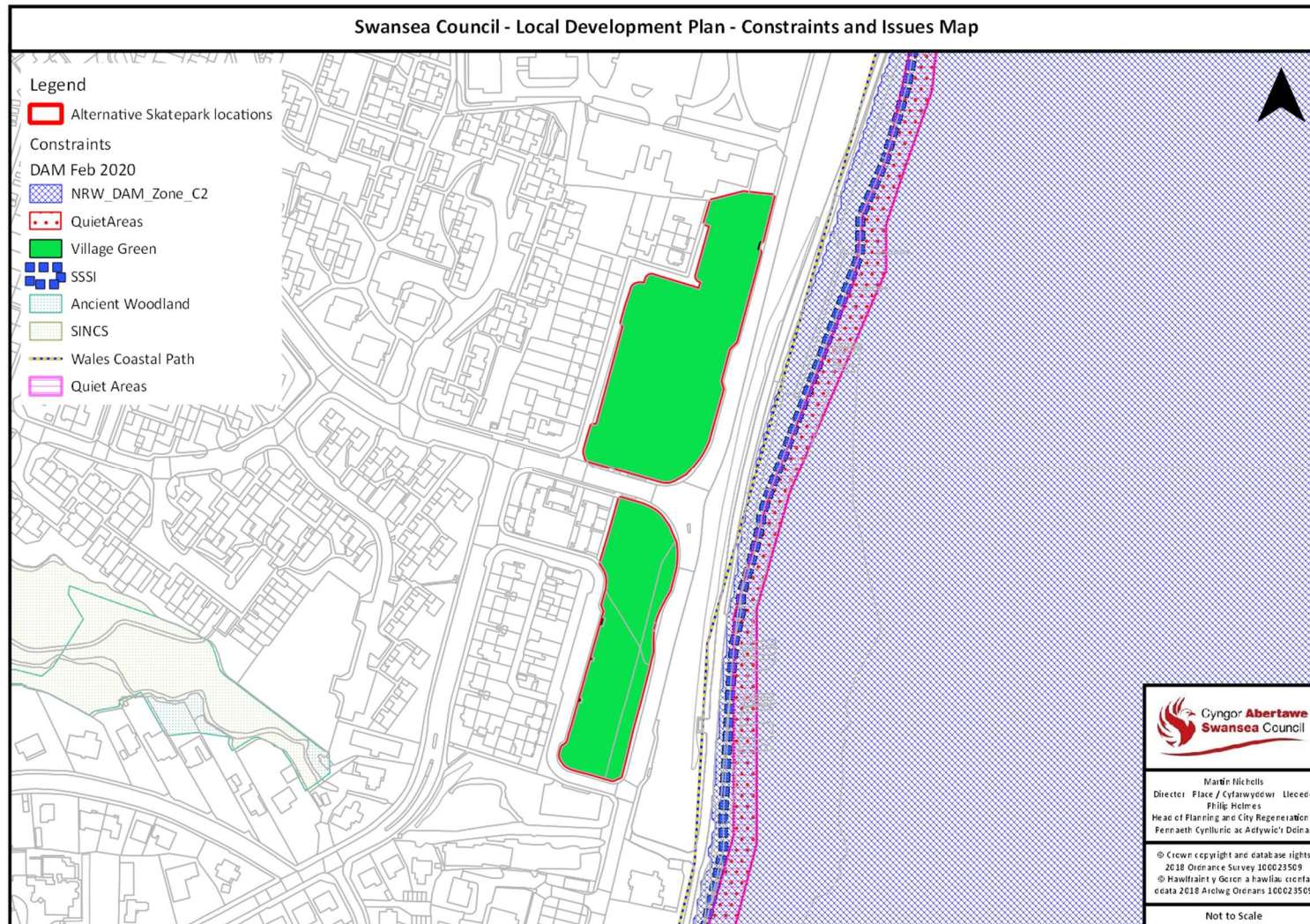
# Background and History

## LDP Proposals Map – White land in the urban settlement. Adjacent to West Cross Local Centre





# LDP Constraints Map – designated Village Greens





Planning Assessment

Site Description			
Name	Option 5 - The Village Greens, West Cross		
Context and Character			
Issue	Criteria	Commentary	Notes
Classification	Brownfield	Greenfield	
	<b>Greenfield</b>		
	Brownfield / Greenfield Mix		
Surrounding land use(s)	Agricultural	Territorial Army Depot Public highway Residential use A local centre	
	<b>Residential</b>		
	Employment		
	Leisure		
	<b>Mixed Commercial</b>		
Dominant Landscape functions	<b>Yes</b>	Provides setting to the Bay / foreshore promenade.	
	No		
Key landscape features	Complex	The site has simple landscape features.	
	Moderate		
	<b>Simple</b>		
Impact on areas designated for landscape value	AONB	No impact on areas designated for landscape value	
	SLA		
	Heritage Coast		
Impact on historic designations	Ancient Monument	No impact on historic designations	
	Archaeologically Sensitive Area		
	Archaeological Site		
	Historic Park and Garden and Setting		
	Historic Landscape		
	Conservation Area		

	Listed Building		
Impact on views and vistas	-	Key views across site to coast. Visible from surrounding residential properties, public highway and the coastal path.	
Topography	Level	Slightly sloping	
	Undulating		
	<b>Sloping</b>		
	Mixed		
Natural surveillance	<b>Yes</b>	Yes	
	No		
Presence of overhead cables	Yes	No	The DAS (p18) submitted to accompany the consented planning application (ref: 2019/2345/FUL) discounts the Village Greens on the basis of there being a gas pipeline across the site which prevents the development.
	<b>No</b>		

Page 215

**Regeneration and Community**

Issue	Criteria	Commentary	Notes
Opportunities to contribute to vitality and viability of the area	Significant	Few – Village greens. Mumbles Community Council (MCC) have discounted this site in their assessment of alternative locations due to there apparently being other recreation themed plans for attracting families to the Village Greens, and reported opposition to a skatepark at these sites.	PPW states that town and village greens are protected by legislation and development is generally prohibited except where the development is for the better enjoyment of the land for sports and recreation and in other limited circumstances
	Some		
	<b>Few</b>		

**Environment and Climate Change Mitigation**

Issue	Criteria	Commentary	Notes
Impact on open space or recreational space	-	Site is a village green. Picnic tables on the site.	
Impact on Greenspace	-	Site is a village green	
Impact on Biodiversity	-	Trees on the site  No biodiversity designations on the site.	SINC and SSSI to the east of the site.

Flood-risk and drainage	-	No physical constraints identified on the site itself.	
Proximity to existing potential nuisance and/or sources of pollution	Odour	Design should consider impact of busy public highway adjacent to the site	
	<b>Noise</b>		
	Light		
	<b>Air</b>		
Potential impact of future use on existing neighbouring development	Waste	Consider amenity impacts on residential properties  The DAS accompanying the consented scheme discounts this site because of conflicts identified with potential future uses of the Village Greens and opposition from local traders and residents	Designated Quiet Area east of the site
	<b>Noise</b>		
	Light		
	Air		
Land contamination	-	No constraints identified	
Land stability	-	No constraints identified	
<b>Transport and Accessibility</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Vehicular access and car parking opportunities	Yes	Yes, but improvement required	
	<b>Yes, but improvement required</b>	Some car parking at the Local Centre	
	No		
Accessibility to high frequency public transport access point, i.e. bus stop	<b>&lt; 400m</b>	On a major bus route and within 400m of a bus stop	
	< 800m		
	> 800m		
Traffic conditions on nearby highway network	<b>Regularly congested</b>	Regularly congested	
	Congested at times		
	No significant congestion		
Accessibility by active travel means	<b>High</b>	High	
	Moderate	Across the public highway from the coastal cycle/footpath	
	Low		

<b>Deliverability</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Availability	Immediately available	Village Green status	
	Some indication of availability	The DAS accompanying the consented scheme discounts this site because of conflicts identified with potential future uses of the Village Greens and opposition from local traders and residents	
	<b>No indication of availability</b>		
Suitability of site in terms of size and topography	Sufficient useable space to accommodate the facility?	Large area of land but there are constraints to its use	
Constraints	Physical	Village Green status	
	Environmental	Trees Sloping	
	Legal (e.g. Common Land; Village Green designations)	Gas pipeline identified in the supporting evidence for the consented scheme	

### **Summary of Findings**

Both parcels of land are designated Village Greens, which presents significant impediments and constraints to development. Land is valued recreational open space (as evidenced by the Village Green status) on the entrance to the village of Mumbles, and highly visible from the busy Mumbles Road at a gateway to the Village.

It is noted that Mumbles Community Council (MCC) discounted this site in their assessment of alternative locations in support of the submitted planning application, due to there apparently being plans being formulated for a park in front of the local centre which the submitted information identified would be in conflict with a skatepark and opposition from traders and local residents. MCC have also identified a gas pipeline across the site which they say prevents the development (this is information that has not been checked for the purpose of this appraisal).

Amenity impacts are a significant constraint given the proximity to adjacent residential properties.

Not considered suitable for further investigation as a potential development site for the proposal, given significant planning issues and adverse impact on placemaking.

# Skatepark Site Assessment Report



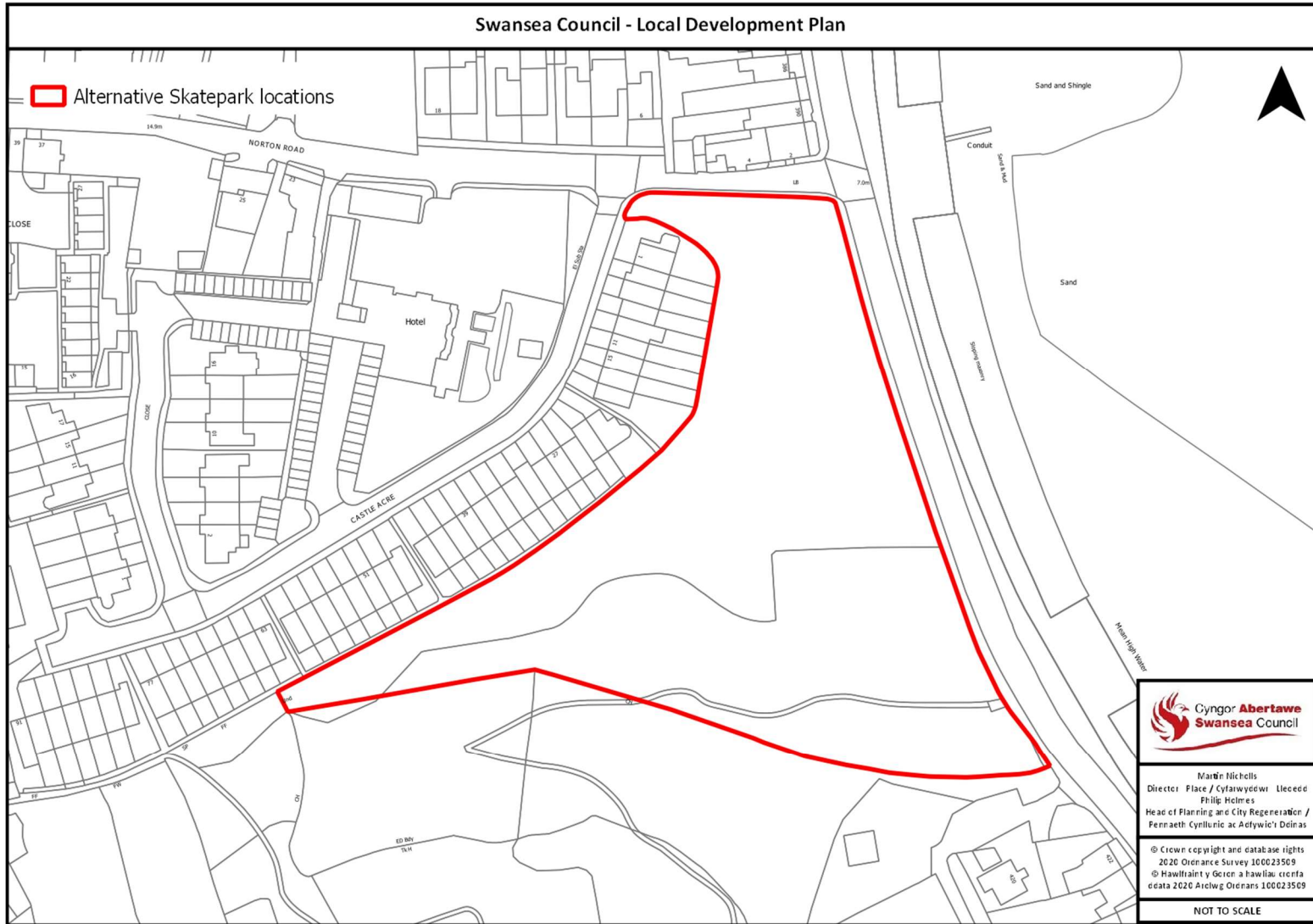
<b>Name</b>	Option 6 - Norton Village Green, Norton
<b>Size</b>	1.21 ha (12,100 sq metres)
<b>Existing Land use</b>	Village Green
<b>Summary of existing use and context</b>	Designated Village Green bordered by residential properties to the west, public highway to the north and east, and woodland to the south, close to the Swansea Bay promenade

## Aerial Photograph



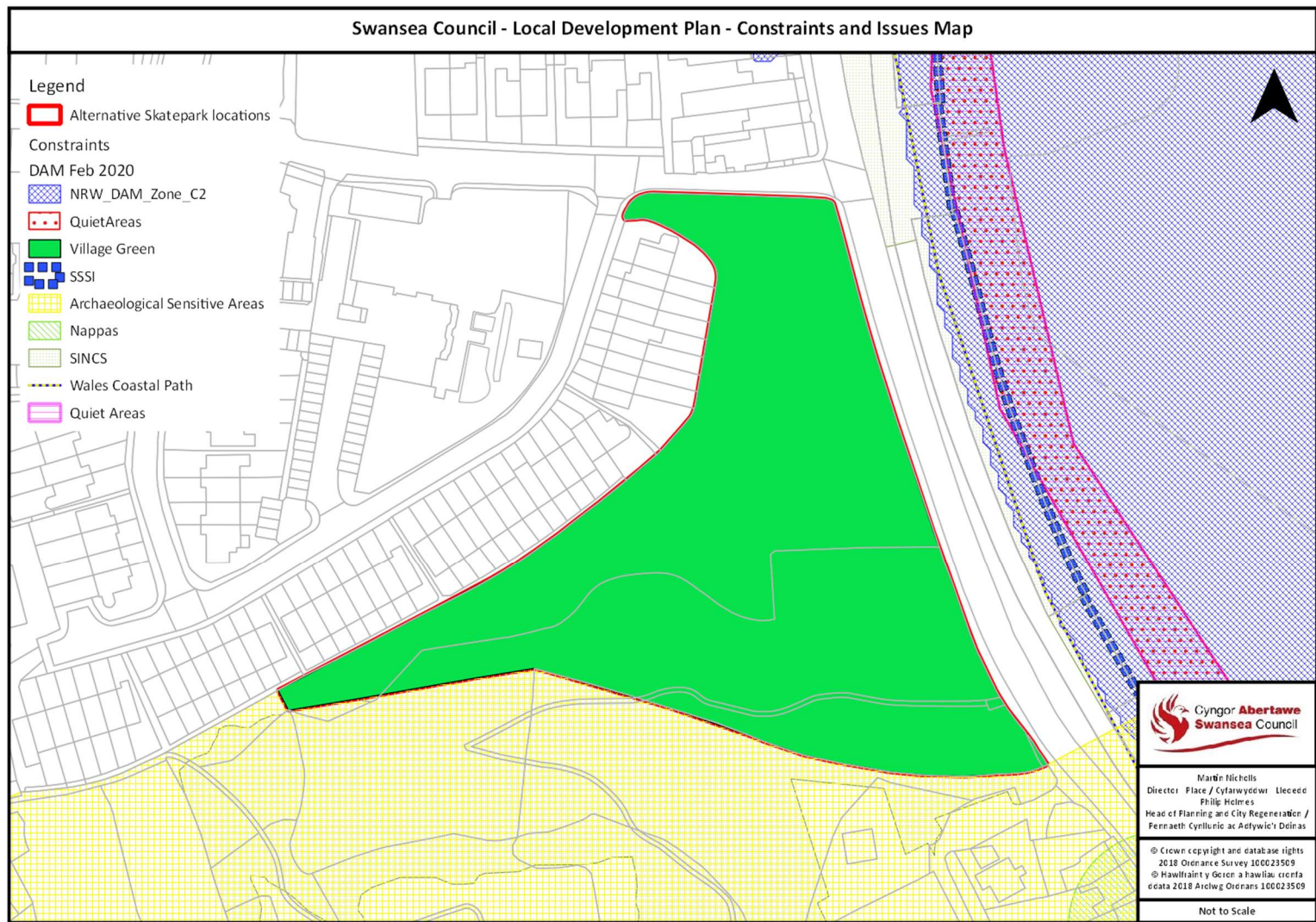
  
**Cyngor Abertawe Swansea Council**  
 Mairéid Helliwell  
 Director / Prifwrthwyddwr Lleched  
 Philip Helliwell  
 Head of Planning and City Regeneration /  
 Pennaeth Cyllidwr a Datblygiad Dinas  
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LDP Proposals Map – White land in the urban settlement





**LDP Constraints Map** – designated Village Green across whole site; SINC covering the southern half of the site; Archaeological Sensitive Area extending from the land south of the site into a small area of this site in the south western part



Relevant Planning History - None

Planning Assessment

Site Description			
Name	Option 6 - Norton Village Green, Norton		
Context and Character			
Issue	Criteria	Commentary	Notes
Classification	Brownfield	Greenfield	
	<b>Greenfield</b>		
	Brownfield / Greenfield Mix		
Surrounding land use(s)	Agricultural	Public highway to north and east Residential to west Woodland and grounds of Oystermouth Castle to the south	
	<b>Residential</b>		
	Employment		
	<b>Leisure</b>		
	Mixed Commercial		
Dominant Landscape functions	<b>Yes</b>	Provides setting to the Bay / foreshore promenade and Gateway site on the highway approach to Mumbles.	
	No		
Key landscape features	Complex	Gateway site on the approach to Mumbles.	
	<b>Moderate</b>		
	Simple		
Impact on areas designated for landscape value	AONB	No impact on areas designated for landscape value	
	SLA		
	Heritage Coast		
Impact on historic designations	Ancient Monument	Small part of the site is within the wider Archaeologically Sensitive Area.	
	<b>Archaeologically Sensitive Area</b>		
	Archaeological Site		
	Historic Park and Garden and Setting		
	Historic Landscape		

	Conservation Area		
	Listed Building		
Impact on views and vistas	-	Key views across the site to the Bay. Site is highly visible from surrounding residential properties, public highway and coastal path. Gateway site on the approach to Mumbles.	
Topography	Level	Sloping in places	
	Undulating		
	Sloping		
	<b>Mixed</b>		
Natural surveillance	<b>Yes</b>	Yes	
	No		
Presence of overhead cables	Yes	No	
	<b>No</b>		
<b>Regeneration and Community</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Opportunities to contribute to vitality and viability of the area	Significant	Few – Village green. Majority of the site has biodiversity constraints, while remainder of site is adjacent to residential properties.	
	Some		
	<b>Few</b>		
<b>Environment and Climate Change Mitigation</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Impact on open space or recreational space	-	Site is a Village Green.	
Impact on Greenspace	-	Site is a Village Green	
Impact on Biodiversity	-	Southern half of the site is a SINC and woodland.	
Flood-risk and drainage	-	No physical constraints identified on the site itself.	

Proximity to existing potential nuisance and/or sources of pollution	Odour	Design should consider impact of busy public highway adjacent to the site	
	<b>Noise</b>		
	Light		
	<b>Air</b>		
Potential impact of future use on existing neighbouring development	Waste	Consider amenity impacts on residential properties	Designated Quiet Area east of the site
	Odour		
	<b>Noise</b>		
	Light		
Land contamination	Air	No issues	
	Waste Other		
Land stability	-	No issues	
<b>Transport and Accessibility</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Vehicular access and car parking opportunities	Yes	No – limited parking available near the site	
	Yes, but improvement required		
	<b>No</b>		
Accessibility to high frequency public transport access point, i.e. bus stop	<b>&lt; 400m</b>	On a major bus route and within 400m of a bus stop	
	< 800m		
	> 800m		
Traffic conditions on nearby highway network	<b>Regularly congested</b>	Regularly congested	
	Congested at times		
	No significant congestion		
Accessibility by active travel means	<b>High</b>	High Across the public highway from the coastal cycle/footpath	
	Moderate		
	Low		
<b>Deliverability</b>			
Issue	Criteria	Commentary	Notes

Availability	Immediately available	Village green. Majority of the site has biodiversity constraints, while remainder of site is adjacent to residential properties.	
	Some indication of availability		
	<b>No indication of availability</b>		
Suitability of site in terms of size and topography	Sufficient useable space to accommodate the facility?	Large area of land but there are constraints to its use	
Constraints	Physical	Village Green SINC and woodland Residential amenity impacts Small part of the site is within the wider Archaeologically Sensitive Area.	
	Environmental		
	Legal (e.g. Common Land; Village Green designations)		

**Summary of Findings**

Site is a designated Village Green, which presents significant impediments and constraints to development. Land is valued recreational open space (as evidenced by the relatively recently gained Village Green Status) on the entrance to the village of Mumbles, and highly visible from the busy Mumbles Road at a gateway to the Village.

Majority of the site is a designated SINC comprising woodland; while remainder is adjacent to residential properties where the amenity impacts are unlikely to be acceptable. Part of the site is in the Archaeologically Sensitive Area associated with the castle.

Not considered suitable for further investigation as a potential development site for the proposal, given significant planning issues and adverse impact on placemaking and biodiversity.



# Skatepark Site Assessment Report



<b>Name</b>	<b>Option 7 - Land adjacent and opposite Southend Playground, Mumbles</b>
<b>Size</b>	0.39 ha (3,900 sq m)
<b>Existing Land use</b>	Greenspace
<b>Summary of existing use and context</b>	Site situated on the foreshore of Swansea Bay in the heart of Mumbles, comprises two main areas, one within Southend Gardens park, and a further area including part of the promenade and adjacent hardstanding used for boat storage. Also includes the footpath providing access to the playground.

## Aerial Photograph



**Gyngor Abertawe Swansea Council**

Mairie Hinchells  
 Director Place / Cyfarwyddwr Lleceol  
 Pŵll Holes  
 Head of Planning and City Regeneration /  
 Pennaeth Cynllunio ac Adfywio'r Ddeirias

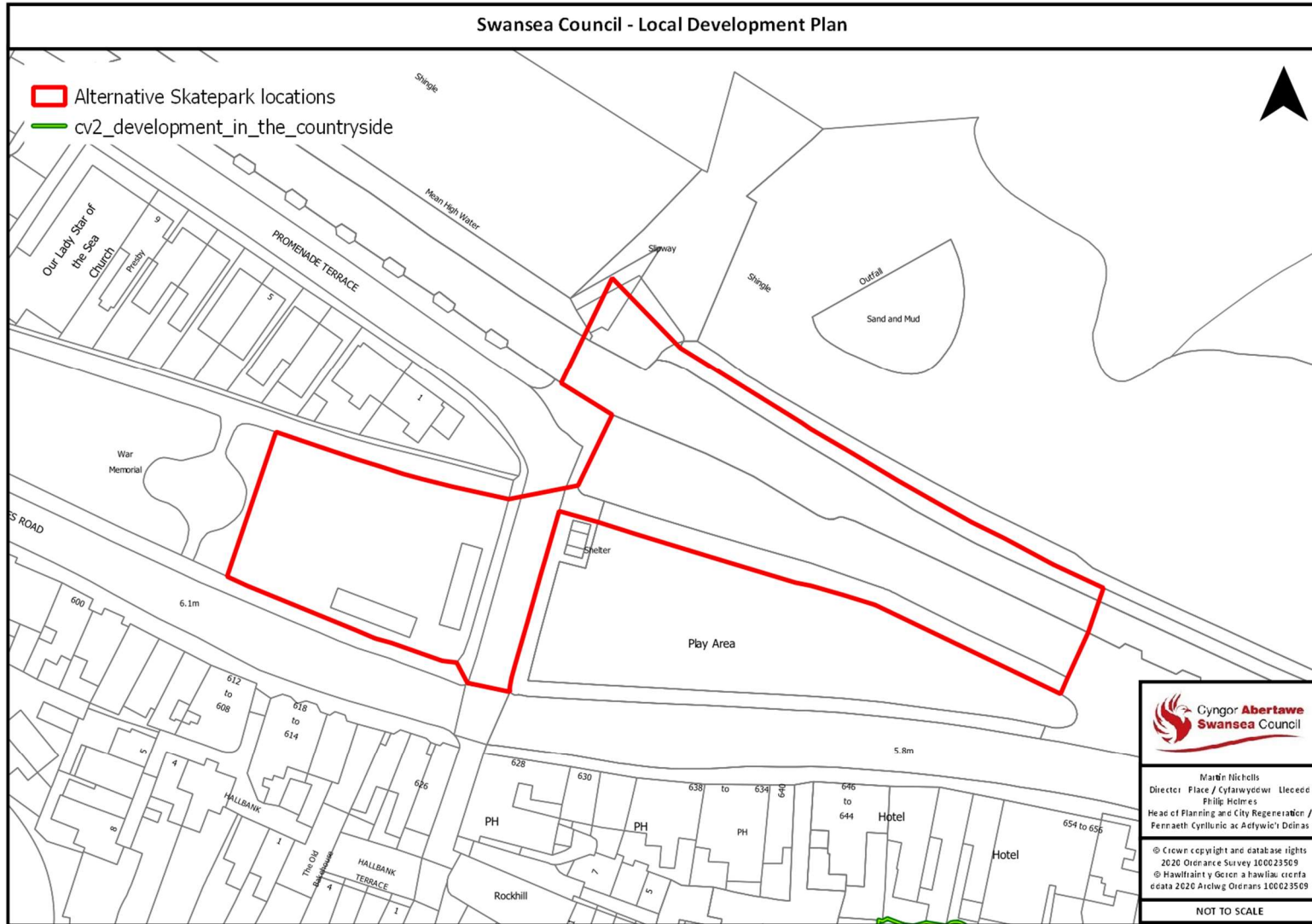
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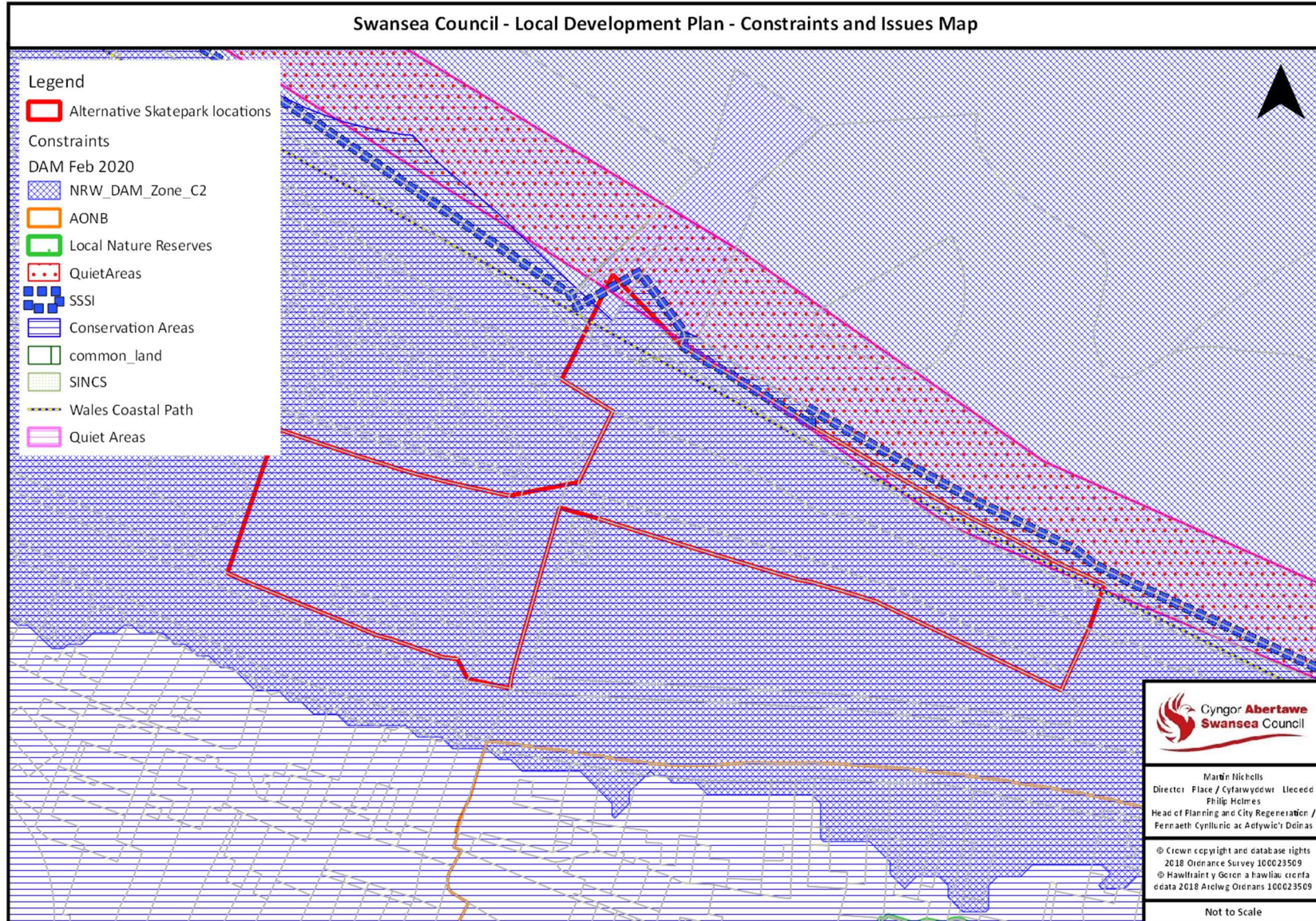
# Background and History

## LDP Proposals Map – White land in the urban settlement





**LDP Constraints Map – Conservation Area; Flood Zones; Coastal path, SSSI, SINCS, and Quiet Area on coastal edge of site**



## Relevant Planning History

A00/1283 Mumbles Gardens Cenotaph Area Mumbles Road, Mumbles Swansea

Erection of A Memorial Sculpture

2015/2300 Wall Adj. The Promenade The Mumbles Swansea

Repair, strengthening and addition of 0.15m granite capping stone to existing dwarf wall and associated works

2010/0621 Land Between Verdi's And Arcade Along Mumbles Promenade, Swansea

2 banner promotional signs on lighting columns (Council Development Regulation 3)

Page  
2  
228

2019/0433/FUL Land Adjacent To The Slip Adjacent To Promenade Terrace, Mumbles Swansea SA3 4DS

Installation of a 20 bicycle rack station

2019/0349/SCR Mumbles Promenade Coastal Defences Mumbles Swansea

Environmental Impact Assessment (EIA) Screening Opinion Request: Works to Mumbles Sea Wall



## Planning Assessment

Site Description			
Name	Option 7 - Land adjacent and opposite Southend Playground, Mumbles		
Context and Character			
Issue	Criteria	Commentary	Notes
Classification	Brownfield	Brownfield / Greenfield Mix	
	Greenfield		
	<b>Brownfield / Greenfield Mix</b>		
Surrounding land use(s)	Agricultural	Flood defence and beach to the north Promenade cycle and pedestrian path Play area to the south/South east Southend gardens to the west Residential properties on Promenade Terrace Mumbles Road	
	<b>Residential</b>		
	Employment		
	<b>Leisure</b>		
	Mixed Commercial		
Dominant Landscape functions	<b>Yes</b>	Entire site situated in a Conservation Area.	
	No		
Key landscape features	Complex	Entire site situated in a Conservation Area.	
	<b>Moderate</b>		
	Simple		
Impact on areas designated for landscape value	AONB	No impact on areas designated for landscape value	
	SLA		
	Heritage Coast		
Impact on historic designations	Ancient Monument	Entire site situated in a Conservation Area	
	Archaeologically Sensitive Area		
	Archaeological Site		
	Historic Park and Garden and Setting		
	Historic Landscape		
	<b>Conservation Area</b>		
Listed Building			

Impact on views and vistas	-	Entire site situated in a Conservation Area. Site visible from adjacent busy public highway. Site visible on the foreshore from the beach/sea.	
Topography	<b>Level</b>	Level	
	Undulating		
	Sloping		
	Mixed		
Natural surveillance	<b>Yes</b>	Yes	
	No		
Presence of overhead cables	Yes	No	
	<b>No</b>		
<b>Regeneration and Community</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Opportunities to contribute to vitality and viability of the area	Significant	Located in a Conservation Area The 'Southend Gardens' part of the site is currently being used as a hospitality area for commercial businesses, permitted as part of the Council's multi-agency response to the Covid crisis and the additional requirements for outdoor space.	
	Some		
	<b>Few</b>		
<b>Environment and Climate Change Mitigation</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Impact on open space or recreational space	-	Loss of open space	
Impact on Greenspace	-	Loss of green space on the western parcel of land	
Impact on Biodiversity	-	Potential to lose trees  SINC and SSSI on the coastal edge of site	

Flood-risk and drainage	-	Located in Flood Zones	
Proximity to existing potential nuisance and/or sources of pollution	Odour	None	
	Noise		
	Light		
	Air		
	Waste		
Potential impact of future use on existing neighbouring development	Odour	Residential amenity impacts	Adjacent a designated Quiet Area
	<b>Noise</b>		
	Light		
	Air		
	Waste		
Land contamination	-	No issues	
Land stability	-	No issues	
<b>Transport and Accessibility</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Vehicular access and car parking opportunities	Yes	Public car park nearby. Limited on-street parking	
	<b>Yes, but improvement required</b>		
	No		
Accessibility to high frequency public transport access point, i.e. bus stop	<b>&lt; 400m</b>	On a main bus route and bus stops within 400 m	
	< 800m		
	> 800m		
Traffic conditions on nearby highway network	<b>Regularly congested</b>	Regularly congested on the approach to Mumbles. Location would draw traffic through the Village.	
	Congested at times		
	No significant congestion		
Accessibility by active travel means	<b>High</b>	High	
	Moderate		
	Low	Located adjacent to the coastal cycle/footpath	
<b>Deliverability</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>



Availability	Immediately available	Not in the short term and medium term unclear. Part of a park Other area of the site awaiting flood mitigation works, and currently part of the promenade and used for boat storage	
	Some indication of availability		
	<b>No indication of availability</b>		
Suitability of site in terms of size and topography	Sufficient useable space to accommodate the facility?	No	
Constraints	Physical	Flood risk – significant flood alleviation works anticipated in vicinity Conservation Area Trees Quiet Area SINC SSSI	
	Environmental		
	Legal (e.g. Common Land; Village Green designations)		

**Summary of Findings**

Site partly encompasses an area within a public park as well as the promenade and boat storage area at this location.

The entirety of the site is located in a Conservation Area. The promenade part of the site is adjacent a SSSI, SINC and Quiet Area.

The site is a designated flood risk area and will be affected by the significant flood alleviation infrastructure works anticipated to be constructed, relating to the NRW 'sea defence' project. There are no final design details as yet for this project. Whilst such works may theoretically present a larger area of public realm and recreational/'developable' area (broadly where the current boat storage is), it is not clear at this time what the extent and form of such area would be, or indeed if there would be sufficient area for the structure and the surrounding circulation, open space and potential viewing of visitors/spectators.

In terms of the current area adjacent to the promenade (i.e. the boat storage area) the appraisal indicates this is insufficient in size to accommodate the proposals. This is having regard not only to the area required for the minimum footprint of the skateramp structure itself, but also for surrounding circulation, open space and potential viewing of visitors/spectators. This presents an obvious impediment to the delivery of a scheme at this location within the short term.

The 'Southend Gardens' part of the site is currently being used as a hospitality area for commercial businesses, permitted as part of the Council's multi-agency response to the Covid crisis and the additional requirements for outdoor space. Whilst this is currently operating as a temporary use, this could potentially become a more permanent, or at least seasonal, arrangement in the interests of wider regeneration and economic development priorities.

Whilst outside the site put forward for appraisal, the adjacent children's playground is in any event an important area of play space for residents and for the visitor economy, and any proposals that would reduce its provision would be required to relocate the facilities in the immediate area. It is not clear whether any opportunities exist to relocate the facilities in this manner.

The appraisal indicates the existing site is not suitable for the proposed development in its current form, and therefore the site is considered unsuitable in the short term. The lack of clarity on the potential size of the new area of public realm and recreation space that may follow the completion of future infrastructure works at this location (associated with the flood defence scheme) means it is not possible to fully assess as part of this appraisal whether in future this part of the site could offer any opportunity for the nature of the development proposed. Early indications are that the area to be potentially created through these works would be too small for the size and scale of skate park that is described in the submitted documentation for the scheme granted planning permission, however it may be feasible for the public realm design of this new space to incorporate skateable features, for example for entry level skaters and beginners to practice before using the more challenging facilities that are proposed for the full scheme.


# Skatepark Site Assessment Report



<b>Name</b>	<b>Option 8 - Underhill Park, Mumbles</b>
<b>Size</b>	6.97 Ha (69,700 sq m)
<b>Existing Land use</b>	Greenspace
<b>Summary of existing use and context</b>	Underhill Park in Mumbles. **N.B. Future plans for the park have recently been given planning permission under ref: 2019/1442/FUL (see Appendix 1) and would need to be taken into account in any further review.**

## Aerial Photograph



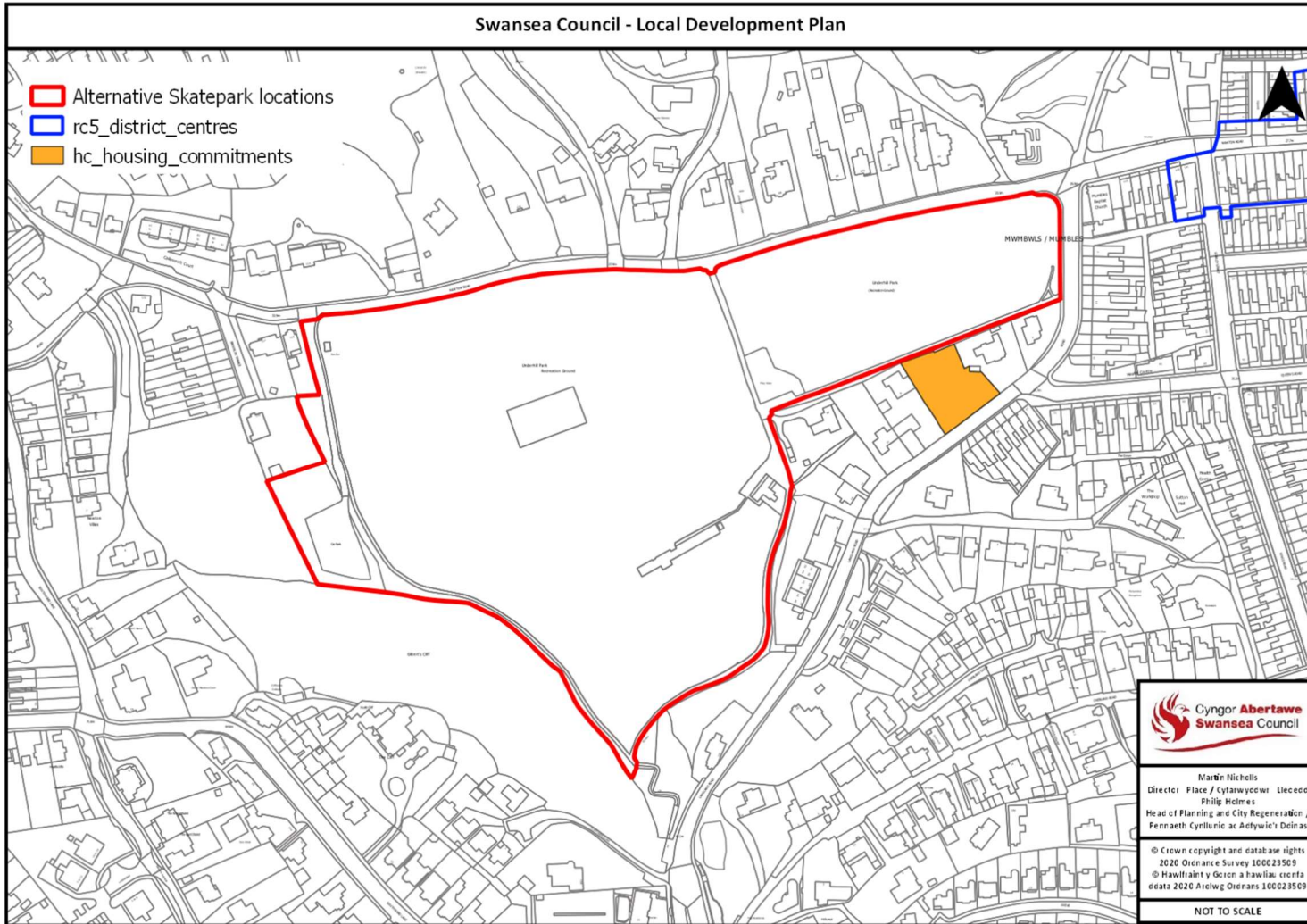

  
 Rhys Iwan Jones  
 Director / Cytawyddwr Lleoliad  
 Rhifig Meiries  
 Head of Planning and City Regeneration /  
 Pennaeth Cyllwrdd a Chytawyddwr Lleoliad

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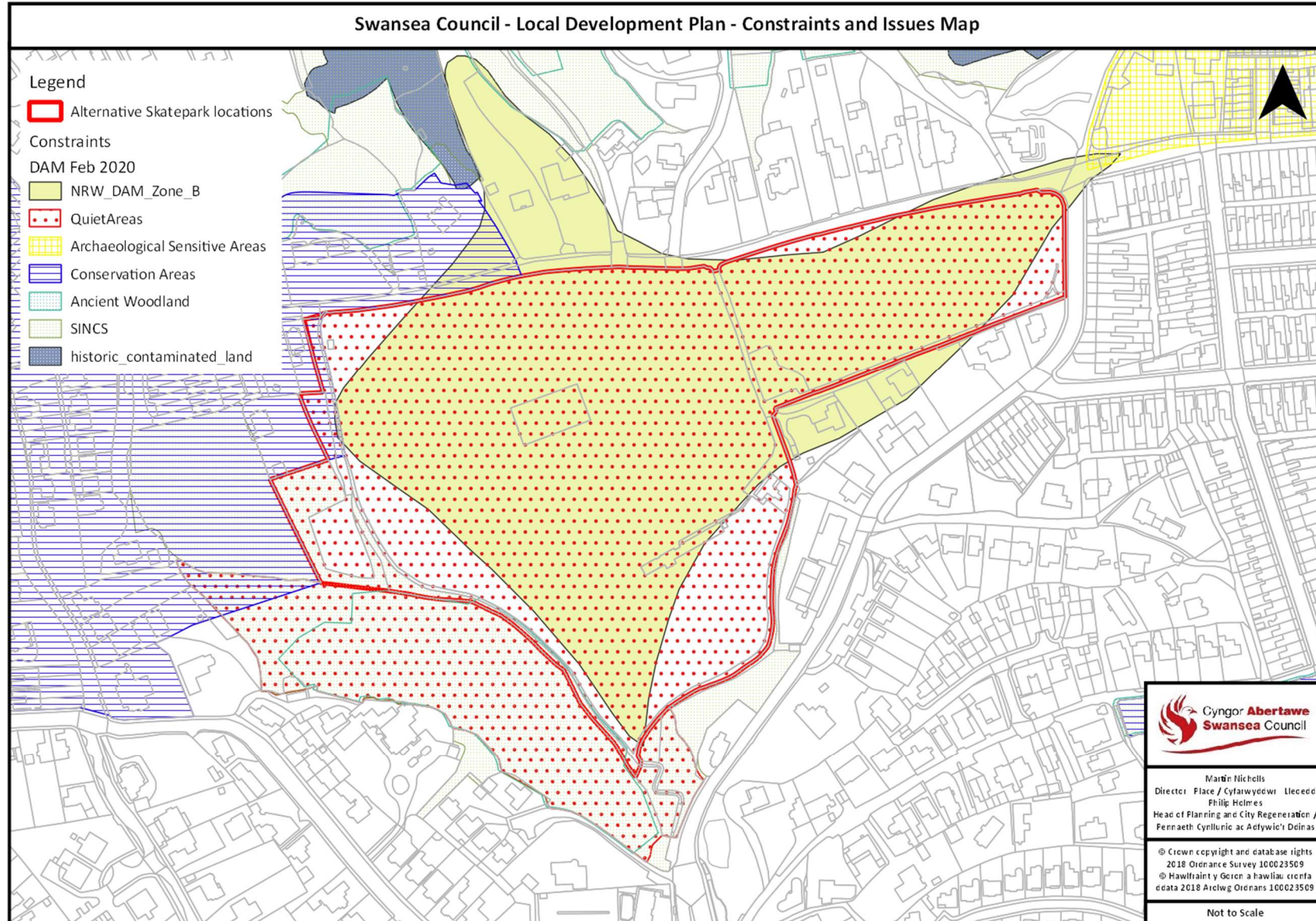
# Background and History

## LDP Proposals Map – White land in the urban settlement





# LDP Constraints Map – Quiet Area, Flood Zone B. Conservation Area on western edge. SINC around car park



## Relevant Planning History

2016/1329 Changing Rooms Underhill Park Newton Road Newton Swansea SA3 4QU Approved 04/10/2016

Two storey community building (outline) including access alterations, landscaping and reconfiguration and formulisation of existing car park.

2019/1442/FUL Underhill Park, Changing Rooms Newton Road Newton Swansea SA3 4QU Approved 15/11/2019

Redevelopment of external playing areas adjacent to existing changing rooms to form new all-weather pitch with associated floodlighting and 4m high perimeter fencing and repositioning of other outlined playing areas to utilise former redundant areas Refurbishment of existing changing rooms and construction of an extension to provide a café / community room, new shower / changing rooms, first aid room, plant room and secure storage areas. New Electric transformer station and secure vehicle access and compound and associated security fencing.



## Planning Assessment

Site Description			
Name	Option 8 – Land at Underhill Park, Mumbles		
Context and Character			
Issue	Criteria	Commentary	Notes
Classification	Brownfield	Greenfield Includes the car park area	
	Greenfield		
	<b>Brownfield / Greenfield Mix</b>		
Surrounding land use(s)	Agricultural	Woodland to the west Newton Road and residential properties to the north Residential properties on Langland Road to the east and south	
	<b>Residential</b>		
	Employment		
	Leisure		
	Mixed Commercial		
Dominant Landscape functions	<b>Other</b>	Yes	
	<b>Yes</b>		
Key landscape features	No	Moderate  Conservation Area to the western end	
	Complex		
	<b>Moderate</b>		
Impact on areas designated for landscape value	Simple	No impact on areas designated for landscape value	
	AONB		
	SLA		
Impact on historic designations	Heritage Coast	Conservation Area to the western end  Listed Building off Newton Road within the Conservation Area	
	Ancient Monument		
	Archaeologically Sensitive Area		
	Archaeological Site		
	Historic Park and Garden and Setting		
	Historic Landscape		
	<b>Conservation Area</b>		
<b>Listed Building</b>			

Impact on views and vistas	-	Consideration of the setting of the Listed Building and Conservation Area would be required, these are at the western end of the site.  Views into the park from surrounding residential properties	
Topography	<b>Level</b>	Level	
	Undulating		
	Sloping		
	Mixed		
Natural surveillance	<b>Yes</b>	Yes from other park users	
	No		
Presence of overhead cables	Yes	No	
	<b>No</b>		

**Regeneration and Community**

<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Opportunities to contribute to vitality and viability of the area	<b>Significant</b>	Some – From consideration of the future plans for the Park, consented under ref: 2019/1442/FUL, there is potentially unused level space, subject to further investigation, at the western end of the field containing the third football pitch on the attached plan (Appendix 1), subject to further investigations, and consideration of how this could coexist satisfactorily with the recently refurbished children's playground.	Large site, well in excess of the 748 sq m footprint required by the approved scheme (ref 2019/2345/FUL).
	Some		
	Few		

**Environment and Climate Change Mitigation**

<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Impact on open space or recreational space	-	There would be a change in type of recreational space	
Impact on Greenspace	-	Loss of greenspace to provide a recreational facility	

Impact on Biodiversity	-	SINC around the car park to the western end of the site	
Flood-risk and drainage	-	Flood risk zone B	
Proximity to existing potential nuisance and/or sources of pollution	Odour	None	
	Noise		
	Light		
	Air		
	Waste		
Potential impact of future use on existing neighbouring development	Odour	Noise – the Park is a Quiet Area therefore mitigation measures would need to be carefully considered	
	<b>Noise</b>		
	Light		
	Air		
	Waste Other		
Land contamination	-	No issues	
Land stability	-	No issues	

Page 249

<b>Transport and Accessibility</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Vehicular access and car parking opportunities	<b>Yes</b>	Yes	
	Yes, but improvement required	Car park exists for the wider park. Limited on-street parking	
	No		
Accessibility to high frequency public transport access point, i.e. bus stop	<b>&lt; 400m</b>	Located within 400m of a bus stop	
	< 800m		
	> 800m		
Traffic conditions on nearby highway network	Regularly congested	No significant congestion	
	Congested at times		
	<b>No significant congestion</b>		
Accessibility by active travel means	High	Low for the wider population	
	Moderate		

		Low	
<b>Deliverability</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
			□
Availability	Immediately available	Potential area of under utilised level openspace within the park	
	<b>Some indication of availability</b>		
	No indication of availability		
Suitability of site in terms of size and topography	Sufficient useable space to accommodate the facility?	Potential area of under utilised level openspace within the park, but some constraints to be considered	
Constraints	Physical	Quiet Area Conservation Area / listed building adjacent to western end of site. SINC around car park at western end of site	
	Environmental		
	Legal (e.g. Common Land; Village Green designations)		

Page 24

### **Summary of Findings**

The site put forward for appraisal includes the whole of Underhill Park and related parking area, however the appraisal indicates that the formal pitches preclude much of the site from being available for development and the parking area provides an important facility in conjunction with the beneficial use of the park. The appraisal indicates there may be a potential opportunity for further investigation to accommodate the footprint required for the proposed scheme at the western end of the field containing the third football pitch – as identified on the attached plan (Appendix 1). This part of the site is a location away from the Conservation Area, listed building and SINC designations, and on land which appears to be informal greenspace not used for football/rugby/cricket or subject to future plans. It is relatively sustainable in terms of accessibility by active travel and bus to the wider population. However it is noted that the total site area required should allow for surrounding circulation, open space and potential viewing of visitors/spectators and that therefore the required area therefore needs to be larger than the minimum footprint of the structure itself. Further analysis would be required to assess whether a newly designed scheme would sufficiently allow for the total site area required, having regard to the adjoining uses.

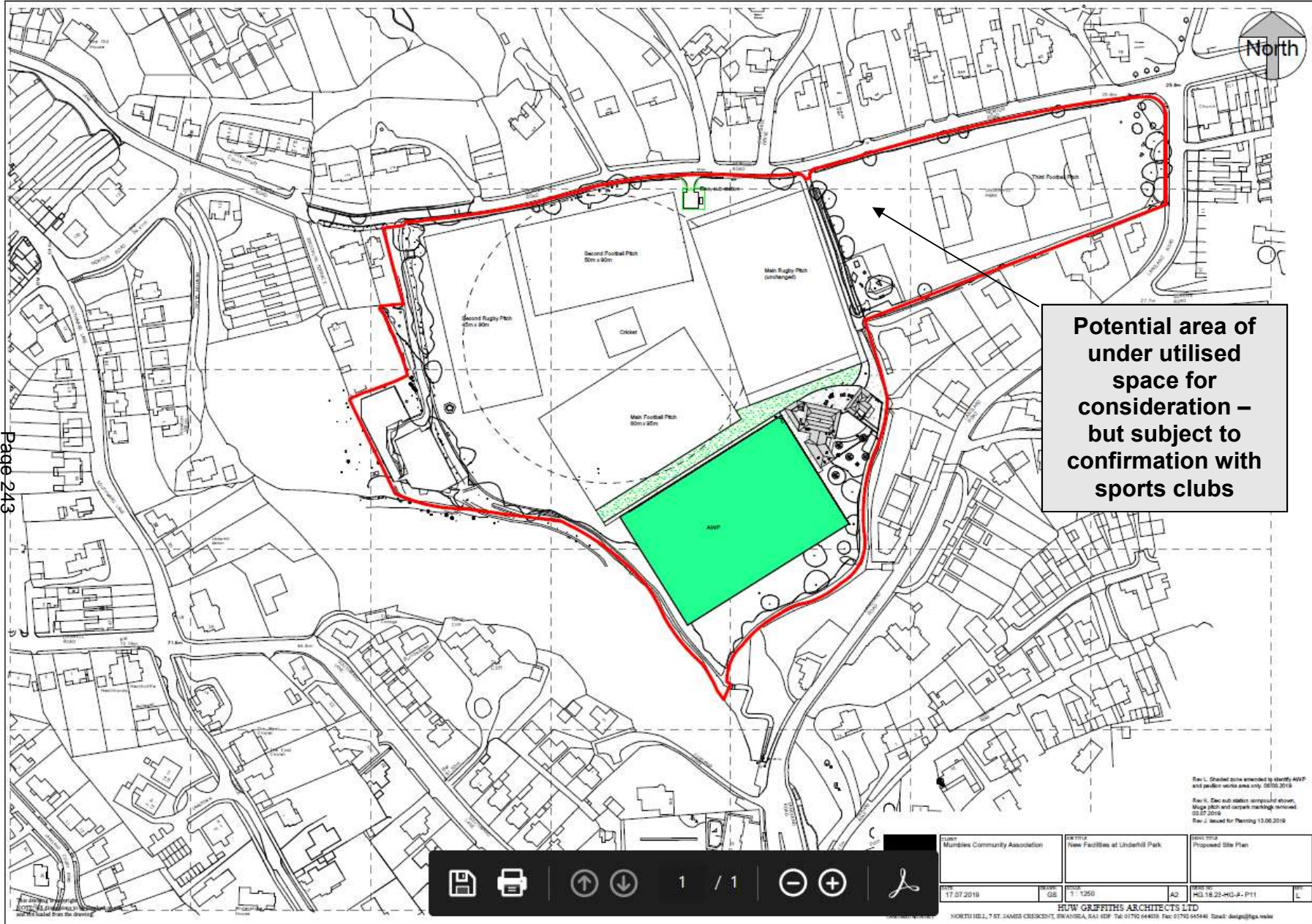
It is also important to note that historically this area has been used as a winter training area, away from the formal pitches, and it is not clear whether a suitable alternative exists for the beneficial use of sports clubs if this area was not available for such a purpose. It will be important to discuss these matters with representatives from relevant rugby and football teams, and relevant Council officers

and Members, as to the requirements of the clubs in this regard in order to ascertain whether this part of the site is suitably 'available' for other leisure facilities.

As well as the above mentioned issues, as part of further investigations consideration would need to be given to amenity impact on residential properties on Newton Road, the Quiet Area designation, and how a skatepark could coexist satisfactorily with the recently refurbished children's playground.

Subject to the satisfactory resolution of the issues identified, part of the site is considered to have potential for further consideration for the proposed development.

# Appendix 1 – Future Plans for Underhill Park - 2019/1442/FUL



**Potential area of under utilised space for consideration – but subject to confirmation with sports clubs**

Page 243

Rev L: Graded area amended to identify AHP and pavilion works area only. 05/03/2019  
 Rev H: Eac sub station compound shown. Muga pitch and carpark markings removed. 03/02/2019  
 Rev J: Issued for Planning 13/06/2019

Navigation icons: Home, Print, Up, Down, 1 / 1, Previous, Next, and a signature icon.

Client Mumbles Community Association	Project Title New Facilities at Underhill Park	Plan Title Proposed Site Plan
Date 17.07.2019	Scale 1:1250	Sheet No A2
<b>FLW G&amp;F FITHS ARCHITECTS LTD</b> NORTH HILL, 7 ST. JAMES CRESCENT, DRANSDALE, SA1 0EP. Tel: 01792 644038 Fax: 01792 644446 Email: design@fga.wales		




# Skatepark Site Assessment Report



<b>Name</b>	Option 9 - Limeslade Car Park, Mumbles
<b>Size</b>	2.01 ha (20,100 sq m)
<b>Existing Land use</b>	Greenspace
<b>Summary of existing use and context</b>	Car park, landscaped areas and area of greenspace containing a children's playground. Car park serves the adjacent beaches and commercial tourism facilities, including bar, restaurant and pier entertainment area.

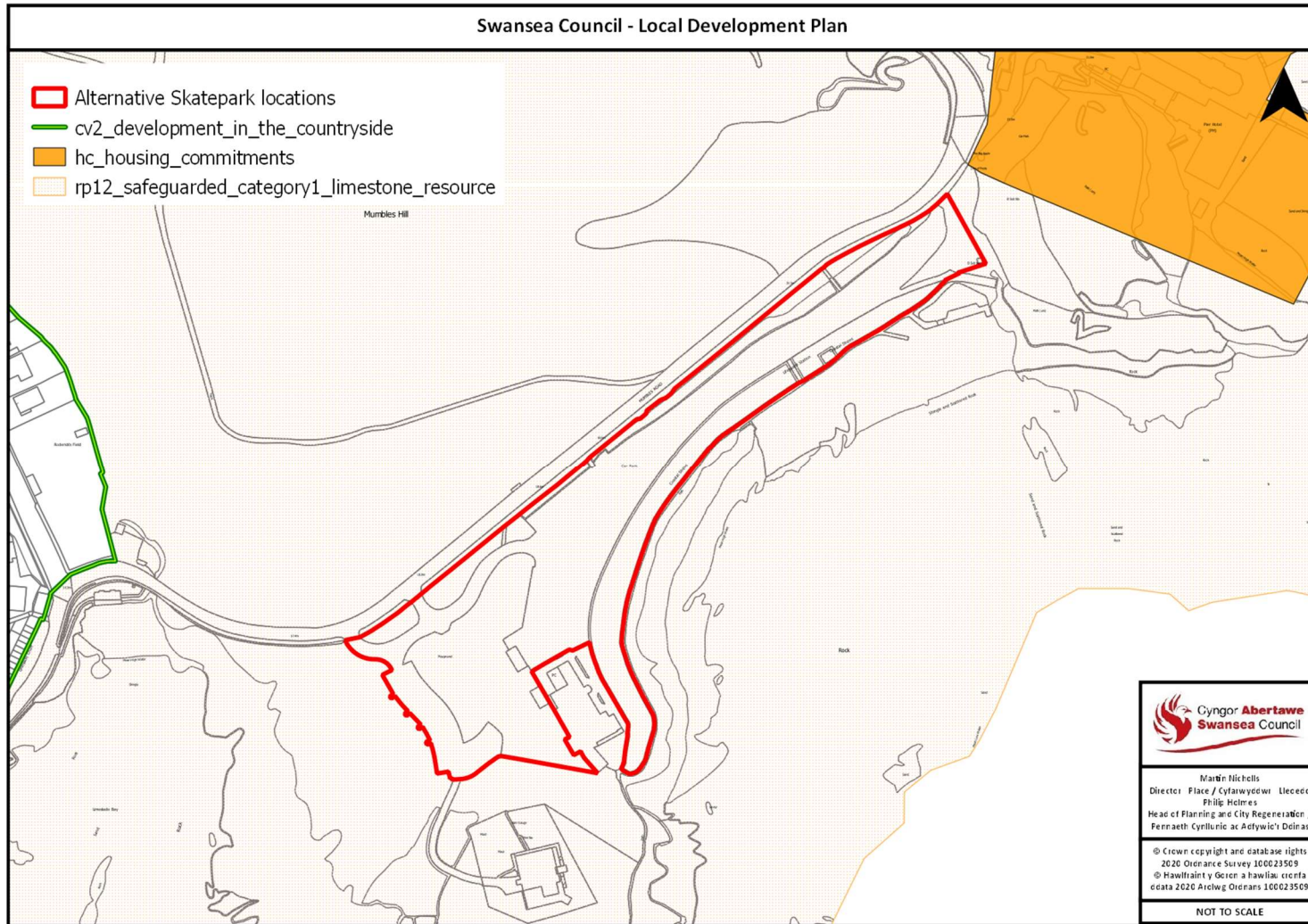
## Aerial Photograph



  
 Martyn Nicholas  
 Director: Place / Cytawyswyl Lleceid  
 Philip Holmes  
 Head of Planning and City Regeneration /  
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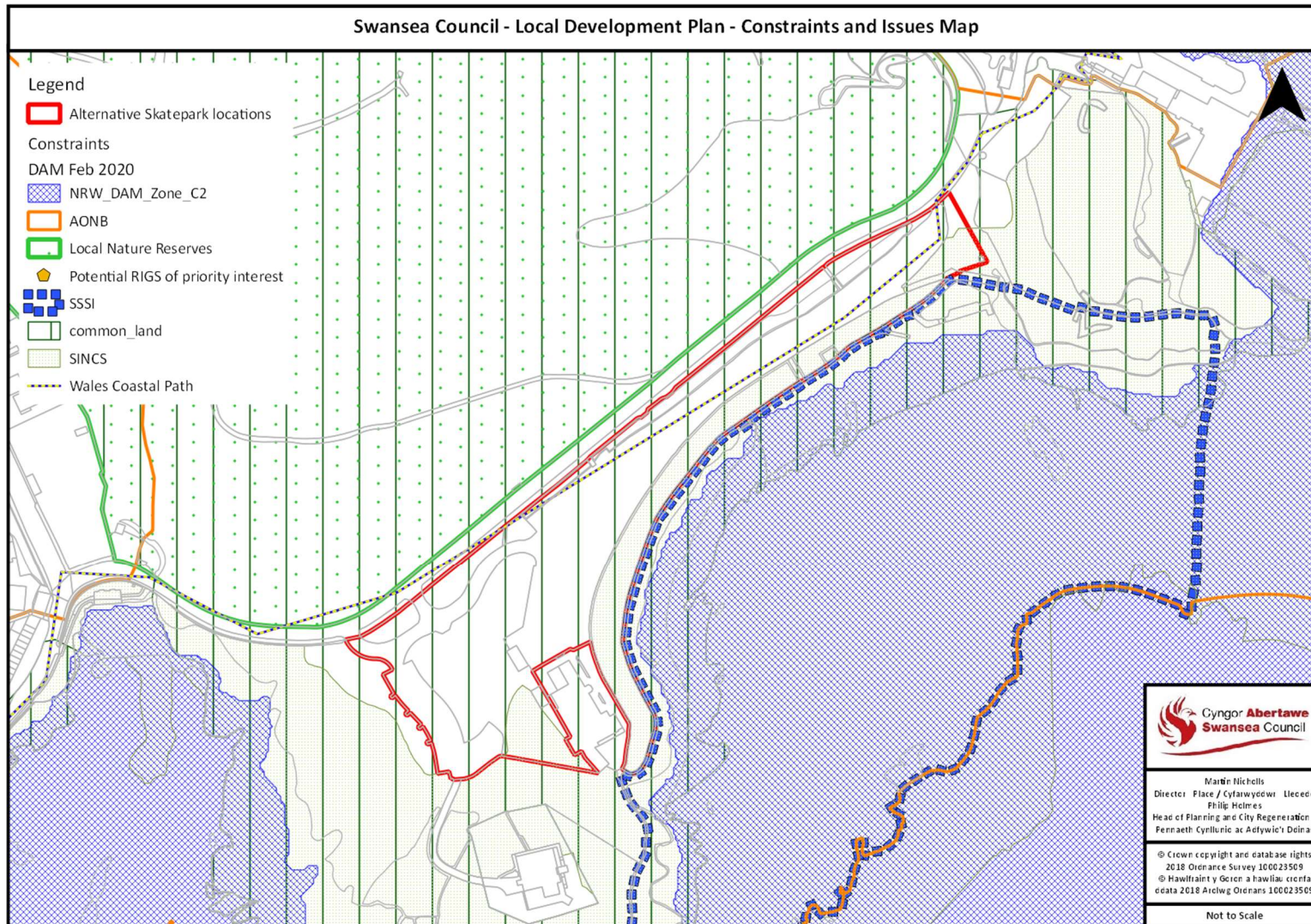
## Background and History

LDP Proposals Map – located outside of the urban settlement in the countryside. Safeguarded Category 1 Limestone Resource.





**LDP Constraints Map** – Located within the Gower AONB; entire site is Common Land. The greenspace is a SINCS. Wales Coastal Path runs through the site. Borders a SSSI.



## Relevant Planning History

A00/1189 Castellamare Mumbles Road, Mumbles Swansea

First floor side extension to form office accommodation with two storey link extension to existing building to form additional storage

A01/0274 Castellamare, Mumbles Road, Mumbles, Swansea

Single storey side extension to southern elevation with balcony extension above and extension of proposed balcony to front elevation (amendment to planning permission 99/1298 granted 13th June 2000)

98/1612 Castellamare Mumbles Road, Mumbles Swansea

Erection of cafe bar conservatory extension, conversion of public toilets to cafe bar and first floor living accommodation to ancillary office/store, erection of new public toilets and lifeguard store and external alterations

99/1298 Castellamare Mumbles Road, Mumbles Swansea

Erection of additional balcony to side elevation and construction of pitched roof over existing flat roof

99/0807 Castellamare Mumbles Road, Mumbles Swansea

Erection of first floor side conservatory, with additional balcony to side elevation

2003/0591 Castellamare, Bracelet Bay, Mumbles, Swansea

Single storey side extension to southern elevation with balcony above, extension of balcony to front elevation, construction of pitched roof over existing flat roof and additional two storey entrance extension (amendment to planning permission A01/0274 granted 18th May 2001)

2008/1213 Castellamare, Bracelet Bay, Mumbles, Swansea

Variation of condition one of planning permission 2003/0591 granted 18th August 2003 in order to extend the time to commence the development

2018/2558/PRE 'replace existing restaurant, café bar and function room with spa hotel, wedding venue and café'

2019/0618/ADV Bracelet Bay Car Park Mumbles Road Mumbles Swansea SA3 4JT

One non-illuminated freestanding information sign/advertisement boards (Council Development Regulation 3)

## Planning Assessment

Site Description			
Name	Option 9 - Limeslade Car Park, Mumbles		
Context and Character			
Issue	Criteria	Commentary	Notes
Classification	Brownfield	Mostly brownfield Some greenfield	
	Greenfield		
	<b>Brownfield / Greenfield Mix</b>		
Surrounding land use(s)	Agricultural	Mumbles Road to the north Coastal areas Castlemare restaurant	
	Residential		
	Employment		
	Leisure		
	<b>Mixed Commercial</b>		
Dominant Landscape functions	<b>Yes</b>	Located within the AONB and so forms part of a landscape of national importance that is protected by statute for the purpose of conserving and enhancing its natural beauty	
	No		
Key landscape features	Complex	Located within the AONB	
	<b>Moderate</b>		
	Simple		
Impact on areas designated for landscape value	<b>AONB</b>	Located within the AONB	
	SLA		
	Heritage Coast		
Impact on historic designations	Ancient Monument	No impact on historic designations	
	Archaeologically Sensitive Area		
	Archaeological Site		
	Historic Park and Garden and Setting		
	Historic Landscape		



	Conservation Area		
	Listed Building		
Impact on views and vistas	-	Views across site to coast. Highly visible from land and coast	
Topography	Level	Mostly level, greenspace area is sloping	
	Undulating		
	Sloping		
	<b>Mixed</b>		
Natural surveillance	Yes	Limited at certain hours eg evenings	
	<b>No</b>		
Presence of overhead cables	Yes	No	
	<b>No</b>		
<b>Regeneration and Community</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Opportunities to contribute to vitality and viability of the area	Significant	Few – site has constraints	
	Some		
	<b>Few</b>		
<b>Environment and Climate Change Mitigation</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Impact on open space or recreational space	-	Some open space but site is mostly car park	
Impact on Greenspace	-	Some green space but site is mostly car park	
Impact on Biodiversity	-	SINC covers green areas of the site around the car park and playground	
Flood-risk and drainage	-	No designations on the site	
Proximity to existing potential nuisance and/or sources of pollution	Odour	None	
	Noise		
	Light		
	Air		
	Waste		

Potential impact of future use on existing neighbouring development	Odour	Consideration of amenity impacts on restaurant and play ground and continued operation of the car park	
	<b>Noise</b>		
	Light		
	Air		
	Waste <b>Other</b>		
Land contamination	-	No issues	
Land stability	-	No issues	
<b>Transport and Accessibility</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Vehicular access and car parking opportunities	<b>Yes</b>	Yes	
	Yes, but improvement required	Car parking on site	
	No		
Accessibility to high frequency public transport access point, i.e. bus stop	<b>&lt; 400m</b>		
	< 800m		
	> 800m		
Traffic conditions on nearby highway network	<b>Regularly congested</b>	Regularly congested on the approach to Mumbles. This location would draw traffic through Mumbles village.	
	Congested at times		
	No significant congestion		
Accessibility by active travel means	High	Low for the wider population, less sustainable site than the consented scheme.	
	Moderate		
	<b>Low</b>		
<b>Deliverability</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Availability	Immediately available	No indication of availability - site in active use as a playground and car park for beaches and restaurant.	
	Some indication of availability		

	<b>No indication of availability</b>		
Suitability of site in terms of size and topography	Sufficient useable space to accommodate the facility?	Large site but has constraints	
Constraints	Physical	Located within the Gower AONB	
	Environmental	Entire site is Common Land	
	Legal (e.g. Common Land; Village Green designations)	The greenspace is a SINC Wales Coastal Path runs through the site. Borders a SSSI	

### Summary of Findings

Site is currently in active use as a car park for the beaches and restaurant. The loss of car parking would need thorough assessment to demonstrate the proposed loss would not be to the detriment of the local economy and visitors which requires such facilities to support commercial and tourism operations. The Council has previously received proposals to replace the existing restaurant, café bar and function room with spa hotel, wedding venue and café' and such a development would potentially impact on the amount of land available for a skate park, due to the amount of necessary parking provision for the hotel/wedding venue. In its response to this pre-application, the Council's transport department stated that *'the redevelopment of the site would rely on the council car park being available to provide parking for all the proposed uses. Whilst this is not a problem in itself there would be no guarantee of the availability or otherwise of sufficient spaces, particularly in the summer months.'*

It is located in the Countryside where there is a presumption against development, and within the Gower AONB, and so forms part of a landscape of national importance that is protected by statute for the purpose of conserving and enhancing its natural beauty.

Entire site is Common Land, which presents a significant impediment to development.

The area outside of the car park is a playground, SINC and is sloping.

A relatively unsustainable site in terms of accessibility by non-car travel. Limited natural surveillance at certain times of day.

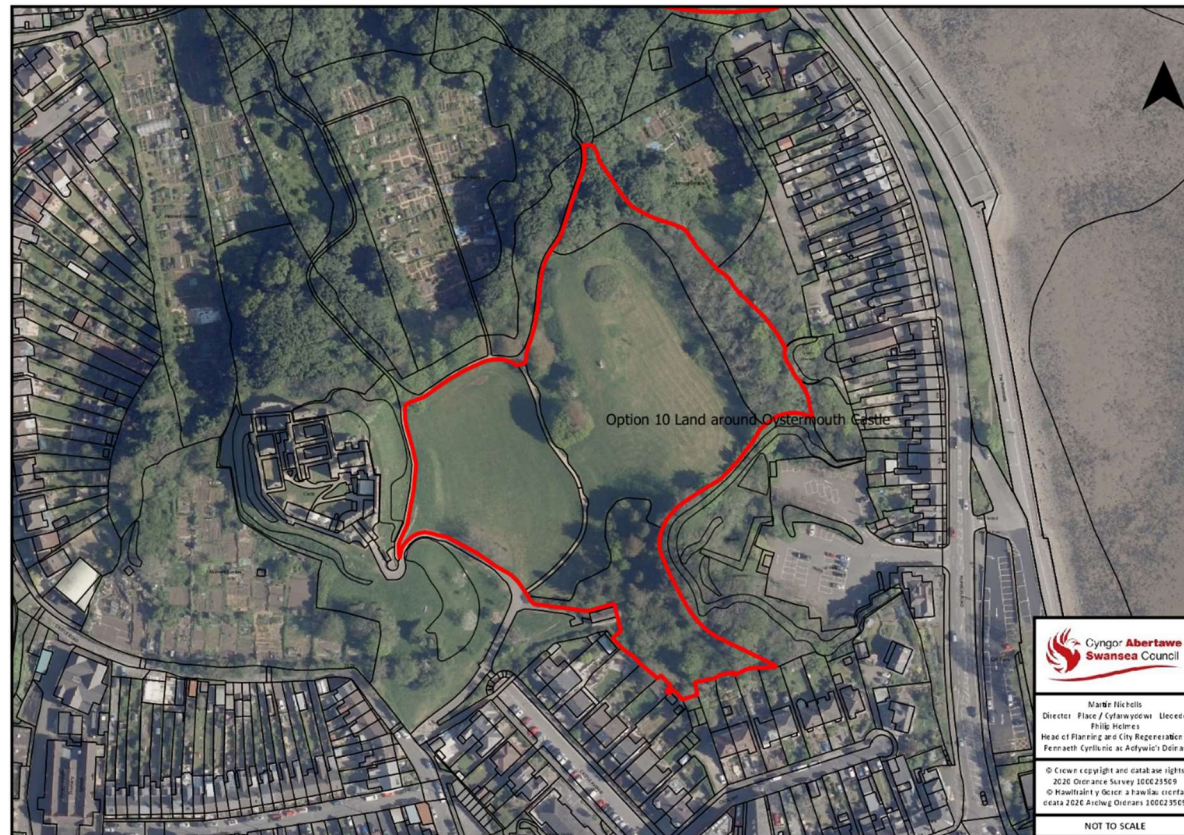
Not considered suitable for further investigation as a potential development site for the proposal, given significant planning issues and adverse impact on placemaking and biodiversity.

# Skatepark Site Assessment Report



<b>Name</b>	<b>Option 10 - Land adjacent to Oystermouth Castle, Mumbles</b>
<b>Size</b>	1.66 ha (16,600 sq m)
<b>Existing Land use</b>	Greenspace
<b>Summary of existing use and context</b>	Extensive area of public greenspace comprising the grounds around Oystermouth Castle, which is an Ancient Monument and Listed Building. Some level space nearest the castle but sloping in other parts of the site. Woodland in the southern spur and around the edges of the site.

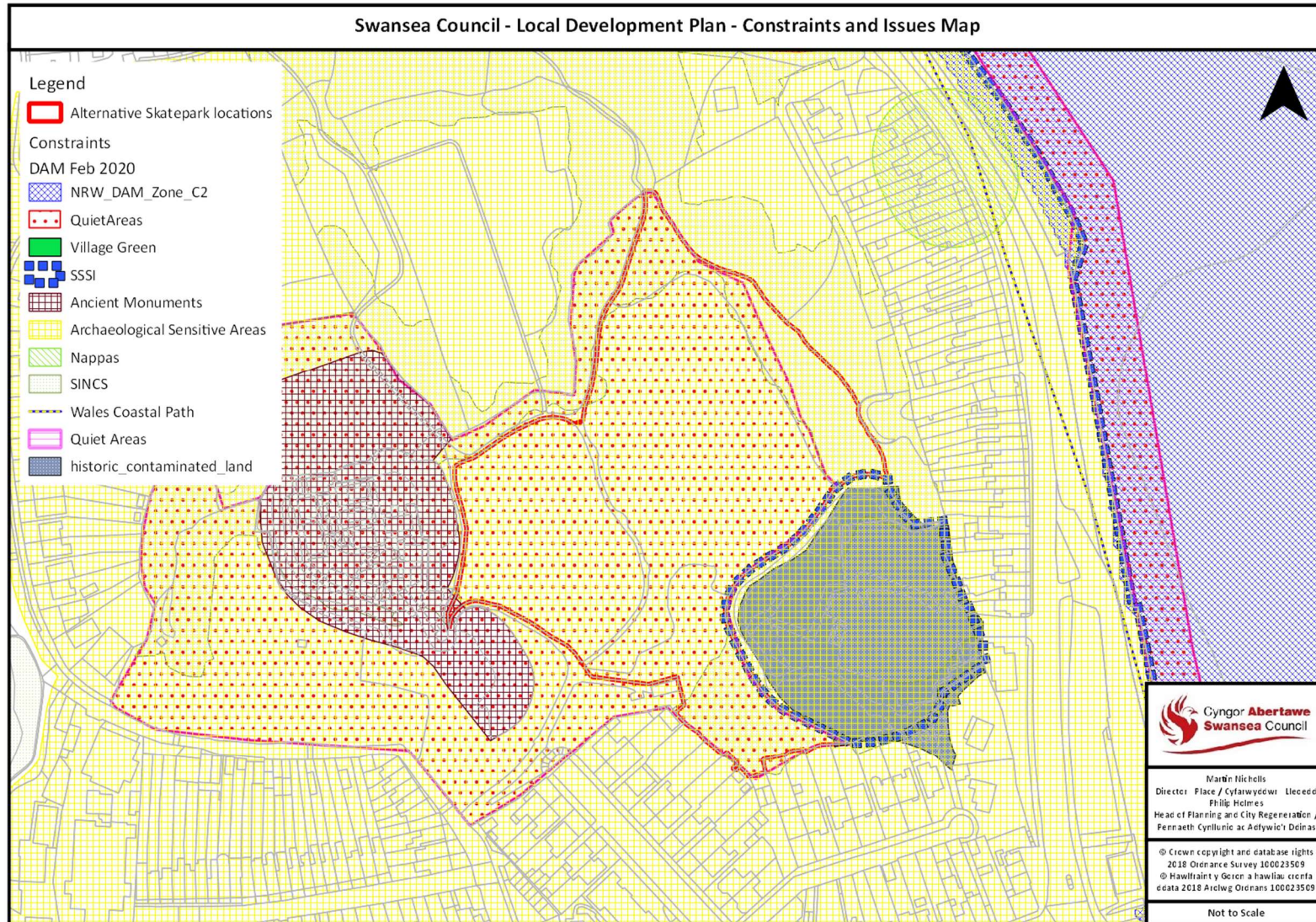
## Aerial Photograph







**LDP Constraints Map – Archaeological Sensitive Areas and Quiet Area across the site; SINC covering parts of the site; adjacent to an Ancient Monument and SSSI**





## Relevant Planning History

2009/1056 Oystermouth Castle Castle Road Mumbles Swansea SA3 5TA Approved 29/09/2009

Visitors centre within the Chapel block incorporating viewing platforms to first and second floors, new educational resource structure to Castle courtyard, alterations to existing entrance at Castle Avenue, access improvements and associated works (Council Development Regulation 3)

### Planning Assessment

Site Description			
Name	Option 10 - Land adjacent to Oystermouth Castle, Mumbles		
Context and Character			
Issue	Criteria	Commentary	Notes
Classification	Brownfield	Greenfield	
	<b>Greenfield</b>		
	Brownfield / Greenfield Mix		
Surrounding land use(s)	Agricultural	Ancient Monument Residential Allotments Woodland	
	<b>Residential</b>		
	Employment		
	<b>Leisure</b>		
	Mixed Commercial		
Dominant Landscape functions	<b>Yes</b>	Provides setting to the Ancient Monument and Listed Building	
	No		
Key landscape features	Complex	Moderate. Provides setting to the Ancient Monument and Listed Building	
	<b>Moderate</b>		
	Simple		
Impact on areas designated for landscape value	AONB	No impact on areas designated for landscape value	
	SLA		
	Heritage Coast		
Impact on historic designations	<b>Ancient Monument</b>	Adjacent to an Ancient Monument and Listed Building	
	<b>Archaeologically Sensitive Area</b>		

	Archaeological Site	Archaeologically Sensitive Area covers the entire site	
	Historic Park and Garden and Setting		
	Historic Landscape		
	Conservation Area		
	<b>Listed Building</b>		
Impact on views and vistas	-	Forms the grounds around, and setting of, the Castle which is an Ancient Monument and Listed Building. Views of this greenspace from the Castle.	
Topography	Level	Mixed	
	Undulating		
	Sloping		
	<b>Mixed</b>		
Natural surveillance	Yes	Limited to when the Castle is open	
	<b>No</b>		
Presence of overhead cables	Yes	No	
	<b>No</b>		
<b>Regeneration and Community</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Opportunities to contribute to vitality and viability of the area	Significant	Few – a number of constraints affecting this site	
	Some		
	<b>Few</b>		
<b>Environment and Climate Change Mitigation</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Impact on open space or recreational space	-	Impact on open space and recreational space	
Impact on Greenspace	-	Impact on Greenspace	
Impact on Biodiversity	-	SINC and woodland on parts of the site Some trees elsewhere	
Flood-risk and drainage	-	No flood risk designations	

Proximity to existing potential nuisance and/or sources of pollution	Odour	None	
	Noise		
	Light		
	Air		
	Waste		
Potential impact of future use on existing neighbouring development	Odour	Noise - whole site is a designated Quiet Area	
	<b>Noise</b>		
	Light		
	Air		
	Waste Other		
Land contamination	-	No issues on the site	Contaminated land designation on the adjacent quarry
Land stability	-	No issues	
<b>Transport and Accessibility</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Vehicular access and car parking opportunities	Yes	Limited highway access	
	Yes, but improvement required	Limited car parking near to the site	
	<b>No</b>		
Accessibility to high frequency public transport access point, i.e. bus stop	<b>&lt; 400m</b>		
	< 800m		
	> 800m		
Traffic conditions on nearby highway network	<b>Regularly congested</b>	Regularly congested on the approach to Mumbles. Location would draw traffic through the Village	
	Congested at times		
	No significant congestion		
Accessibility by active travel means	High	Low active travel access to the wider population	
	Moderate		
	<b>Low</b>		
<b>Deliverability</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>

Availability	Immediately available	No indication of availability. Grounds of the Castle	
	Some indication of availability		
	<b>No indication of availability</b>		
Suitability of site in terms of size and topography	Sufficient useable space to accommodate the facility?	Large site but constraints affecting it	
Constraints	Physical	Archaeological Sensitive Areas and Quiet Area across the whole site; SINC covering parts of the site; Adjacent to an Ancient Monument and Listed Building; and SSSI	
	Environmental		
	Legal (e.g. Common Land; Village Green designations)		

**Summary of Findings**

The site forms the grounds around Oystermouth Castle. The landscaped area provides the setting to this Ancient Monument and Listed Building. Any form of permanent development that would detract from the setting of an Ancient Monument would not be permissible.

Slopes significantly in parts of the site. SINC covering parts of the site and adjacent to a SSSI.

Archaeological Sensitive Area therefore mitigation required. Quiet Area designation. Active travel links and highway access limited.

Not considered suitable for further investigation as a potential development site for the proposal, given significant planning issues and adverse impact on placemaking and biodiversity.

## Conclusions

Having regard to the findings of the appraisals summarised in the preceding section, a high level planning appraisal of the sites has concluded that two main areas are considered to offer most scope for further investigation for the nature and scale of skatepark that is envisaged. These are considered to be the areas least affected by significant constraints and/or other issues that would otherwise render the site as being fundamentally compromised by the planning and placemaking matters that apply.

These areas are:

- Land at Blackpill, in the vicinity of the Petrol Station and Lido [part of Option 1 and Option 2]
- Land at Underhill Park [part of Option 8]

# Post Planning Review of Proposed Wheeled Sports Areas

Mumbles, Swansea



Appraisal by





## **Contents**

Introduction Summary

Review Sites

Assessment Criteria

The Sites

Site Option 01 - Llwynderw

Site Option 02 – 'Blackpill Lido'

Site Option 03 – Underhill Park

Appraisals Summary & Recommendation

## Introduction Summary

DMW Architects & CL Planning were approached by Mumbles Community Council to assist in preparing a review to determine the value and viability of 3 proposed Wheeled Sports Areas following an approval at Committee (2019/2345/FUL ) for a skate park at Llwynderw, Mumbles Road in February 2020.

This report looks at the 2 alternative sites put forward by Swansea Council in August 2020 as well as the consented site. The report compares each of the 3 sites, side-by-side, against a series of assessment criteria highlighting key issues of consideration when selecting a new skatepark site.

Having regard to the appraisal for each site and in consideration of the balance of positive and negative factors each proposal may have, we then provide a conclusion of findings for each site along with our final recommendation.

Each of the 3 sites were visited and photo documented and from there we undertook planning, mapping, and environmental searches for each site along with historical news reports. The limitations of this report included limited access to service and drainage data along with limited crime report data.

## Review Sites

Following the High Level Planning Appraisal carried out in August 2020 by Swansea Council of which 10 potential local sites were identified for a new skatepark, including Llwynderw, it was confirmed that the 3 sites to be assessed and compared are;

<b>Site Option 01</b>	<b>Llwynderw, West Cross Skate Park</b>
<b>Site Option 02</b>	<b>Land to the South of Blackpill Lido</b>
<b>Site Option 03</b>	<b>Land at Underhill Park</b>

## Assessment Criteria

We evaluated each potential site on the following assessment criteria. Each heading has a series of more detailed questions that seek to gain an understanding of each site for the purpose of analysis.

- 1 *Access*
- 2 *Environmental & Site Considerations*
- 3 *Design Suitability*
- 4 *Construction Considerations*
- 5 *Safety, Amenities & Visibility*
- 6 *Community & User Support*
- 7 *Planning Considerations*

This report is intended to provide an unbiased and comprehensive appraisal of the 3 wheeled sports areas. Whilst the essential considerations and environmental impacts of adding a skatepark to an area remain consistent, the intrinsic nature of a proposed skatepark area, its users, and the community surrounding it are unique and have been factored into this appraisal document.



The 3 Review Sites

**Site Option 01 - Llwynderw**

West Cross Skate Park, Mumbles Road, Blackpill, West Cross, Swansea SA3 5AW



## Site Option 01 - Llwynderw

West Cross Skate Park, Mumbles Road, Blackpill, West Cross, Swansea SA3 5AW

### Site Location & General Description

Llwynderw is a strip of green space located between West Cross and Mayals.

The site sits on the eastern side of the A4067 Mumbles Road and is bordered to the East by the Swansea Bay Cycle Path/Promenade.

The site is a predominantly level, open grassed area with trees, shrubs and a section of hedging to the North roadside. The site is easily accessible and is within 400m of a bus stop. WC's, shop and takeaway refreshment facilities lie just North adjacent to the Blackpill Lido area.

Currently the site occupies a basic skateboarding area, known as 'West Cross Skate Park'. The area includes a metal half pipe skate ramp and hard surface areas extending from north to south.

A recent approval for a replacement skatepark was granted by Swansea Council in February 2019 - 2019/2345/FUL | Replacement skatepark



Bird's eye view



**Site Option 01 - Llwynderw**

West Cross Skate Park, Mumbles Road, Blackpill, West Cross, Swansea SA3 5AW



Aerial view showing general position for skatepark and key to photo views



View 01



View 02



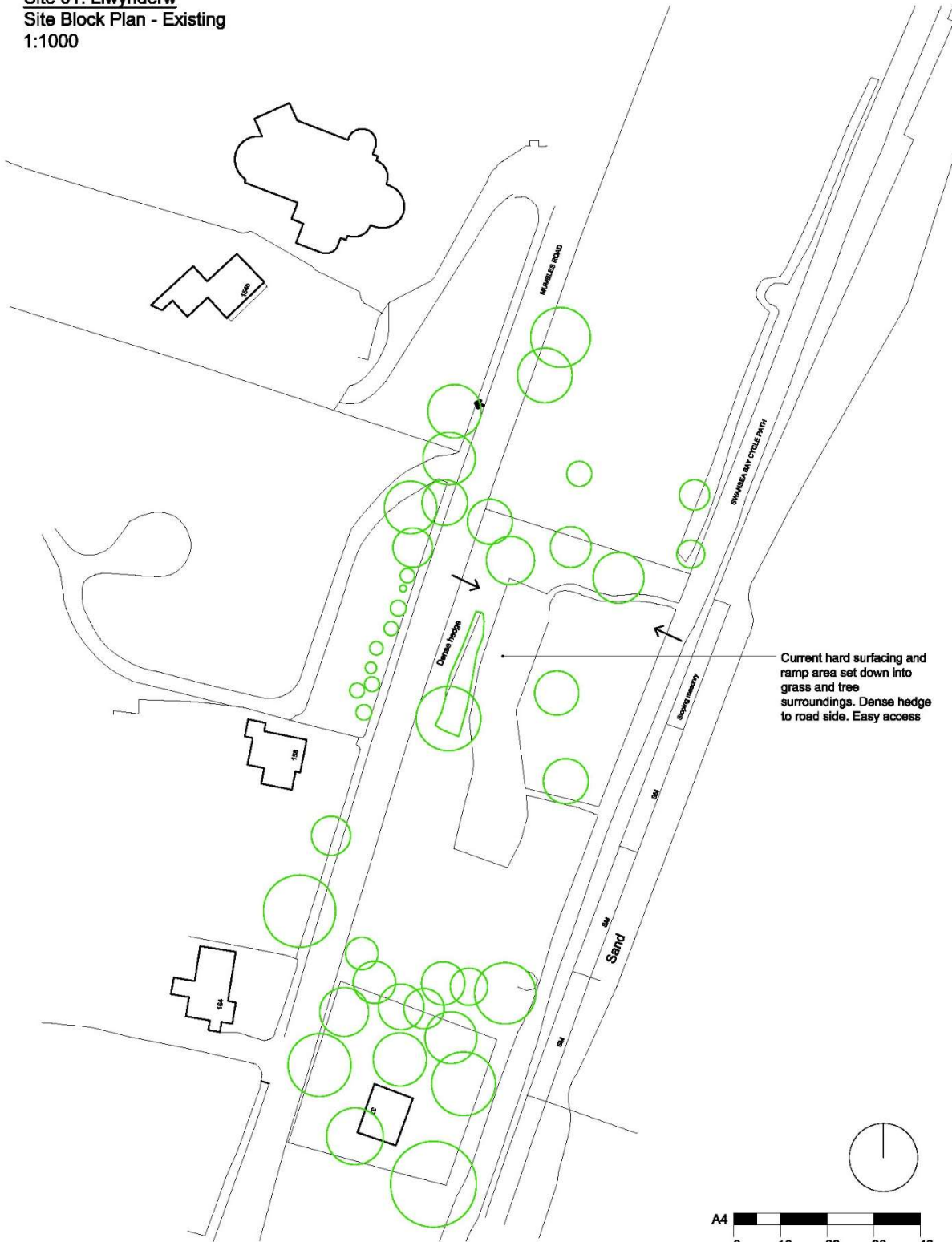
View 03



# Site Option 01 - Llwynderw

West Cross Skate Park, Mumbles Road, Blackpill, West Cross, Swansea SA3 5AW

Site 01: Llwynderw  
Site Block Plan - Existing  
1:1000



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# Site Option 01 - Llwynderw

West Cross Skate Park, Mumbles Road, Blackpill, West Cross, Swansea SA3 5AW

Site 01: Llwynderw  
Site Block Plan - Approved Footprint  
1:1000



BLUE LINE  
Indicates 750m<sup>2</sup>  
approximate footprint for  
approved skate park  
  
Sitting approximately on  
current hard surface and  
ramp areas  
  
2019/2345/FUL

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## Site Option 01 - Llwynderw

West Cross Skate Park, Mumbles Road, Blackpill, West Cross, Swansea SA3 5AW

### Assessment Criteria

- 1.1 Access
- 1.2 Environmental & Site Considerations
- 1.3 Design Suitability
- 1.4 Construction Considerations
- 1.5 Safety, Amenities & Visibility
- 1.6 Community & User Support
- 1.7 Planning Considerations

Assessment Criteria	Commentary
<b>1.1 Access</b>	
1. Is the location centrally located?	The position is located along the Swansea Bay promenade at approximately the half way point between Swansea to the North East, and The Mumbles to the South. The site lies just South of the Mayals Rd and Mumbles Rd Junction.
2. Is it easily accessible by <i>all</i> community users?	The site can be easily accessed from the Swansea Bay Cycle path to the East and by public footpath edging the west of the site. The flat topography would permit inclusive access to all users.
3. Is it on or near public transport routes?	The site is on a major bus route and within 400m of a bus stop with access to bus routes 2/2A/2B/2C/3A/37 serving Swansea and Newton/ Limeslade, Caswell Bay and Langland Bay
4. Is the location supported by easy access via foot, skateboard, scooter, bike, etc?	Due to the sites' close proximity with Swansea Bay Cycle path/promenade, the site can be accessed easily via an exclusive off-road pedestrian and cycle route that links The Mumbles with Swansea City Centre.
5. Is it near local shops and amenities?	The site lies just South of the Texaco Petrol Station providing shop facilities as well as food takeaway outlets at Blackpill Lido, within 2 minutes walking distance. Toilets are available at Blackpill Lido
<b>1.2 Environmental &amp; Site Considerations</b>	
1. Are there any protected trees in or around the site location?	Full investigation of available data on the Council's website and enquiry with Council's Tree Officer didn't reveal the presence of any protected trees.
2. Are there any special land designations (SSSI etc) or protected wildlife habitat that will be affected by the (re) development?	SSSI east of site: Blackpill (Sea area, not Beach)
3. Is the site prone to flooding or sit within a flood risk area?	The site is within flood Zone A (considered to be at little or no risk of fluvial or tidal/coastal flooding). High Surface Flood Water and Small Watercourses Risk. (Northern half of site)

## Site Option 01 - Llwynderw

West Cross Skate Park, Mumbles Road, Blackpill, West Cross, Swansea SA3 5AW

Assessment Criteria	Commentary
	Low Risk of flooding from Rivers and Sea (Northern end of Site)
4. Is there contaminated land or sub soil?	Information not available without on site investigations
5. Are there drains or services runs across the site?	It is understood that there are 2 mains drains that run across the site in perpendicular lines. A large foul drain runs parallel with Mumbles Rd to the western edge of the site and existing skate surface. A stormwater drain runs parallel with this in a Northern direction then diverts to the Bay eastwards. The consent scheme construction has taken into account these underground features.
6. Is the site free-draining and conducive to construction?	It is understood from the submitted drainage report that the site comprises a loose, made ground substrata ranging from sand, gravels and sandy silt beach deposits over peat, therefore relatively free draining. Ground water is evident approximately 1.2-4m below ground level. It is considered that the current impermeable hard surfacing does not permit natural ground drainage. The consent scheme will utilize a new soak away to drain the bowl feature of the proposal. A SuDS scheme has been submitted which concluded the consent scheme will provide an enhancement of current above ground storm water drainage.
<b>1.3 Design Suitability</b>	
1. Does the proposed design layout fit comfortably on the site area?	The current consent scheme fits approximately over the existing hard surface area at around 748m <sup>2</sup> . See above.
<b>1.4 Construction Considerations</b>	
1. Can the site be accessed for construction traffic and ongoing maintenance vehicles?	A gated-off service road permitting access to the Promenade is located to the North of the Texaco Petrol Station. Permits, structural appraisal and a comprehensive Construction Method Statement (CMS) with work timings would be required to ensure safety of public and structural integrity of Promenade.
2. Are there adequate areas for storage and parking during the construction process?	There are adequate areas for temporary site storage and compound facilities subject to approval.
3. Are there existing drains/services that will be impacted due to the construction, or that would require specific additional consideration when (re)developing?	There are 2 mains drains that run across the site in perpendicular lines. A large foul drain runs parallel with Mumbles Rd to the western edge of the site and existing skate surface – see 1.25 above.
4. Will special construction measures be needed for construction i.e topography, vicinity of trees, drains or any other physical features?	The consent scheme will not require any special construction measures due to the concrete raft construction type. The consent scheme will use the existing land form and hard surface of the current skate park.
5. Is the sub-grade/soil suitable for the proposed concrete construction?	Some special construction measures may need to be implemented; - Made ground and high water table will require a shallow, raft-type reinforced construction type with minimum excavations.

## Site Option 01 - Llwynderw

West Cross Skate Park, Mumbles Road, Blackpill, West Cross, Swansea SA3 5AW

Assessment Criteria	Commentary
<b>1.5 Safety, Amenities &amp; Visibility</b>	
1. Will the park impact users of other recreational facilities nearby?	The location of proposal site is situated approximately 450m South from Blackpill Lido recreation area therefore it is considered would have no detrimental impact on users.
2. Will the park enhance existing recreational facilities?	A skatepark sited in this location would enhance and add to the existing recreational offer in this locality. Blackpill Lido and the immediate area serves as a hub for visitor enjoyment and recreation therefore it is considered a park sited here would be sustainable and beneficial.
3. Is the site easily visible from surrounding roads and pavements?	The site is reasonably visible from the surrounding road and promenade. Heavy tree cover from the North as well as a high hedge to the Western edge does prevent some views in. It is understood the consent scheme will employ a landscape scheme to enhance visibility and community safety.
4. Does the site suffer from existing anti-social behavior?	We are not aware of reports of anti-social behavior on this exact site location.
5. Is the proposed site a safe, community space for users?	The site edges a busy public highway. It is understood protective fencing measures will be put into place to protect users and public passing the site. Its location has a lot of passers-by and has adjacent private dwellings with good levels of natural surveillance into the site therefore giving users safety.
6. Are there paths, benches, water fountains, wcs?	The site is located approximately 450mm South of the Blackpill Lido via a cycle and pedestrian route. Blackpill Lido has facilities including benches and WCs.
7. Are there shopping opportunities nearby?	The site is located approximately 320m South of Texaco Petrol Station with Londis shop. There is a convenience store just North of the petrol station across a pedestrian crossing.
<b>1.6 Community &amp; User Support</b>	
1. Would the local community be likely to support this site?	The consent site has gained both local community support as well as objections, as recorded in the planning application documentation.
2. Would the skate park users be likely to support this site?	Skate park users are in support of this site.
<b>1.7 Planning Considerations</b>	
1. Ownership	Land register: WA152265. Freehold. Land on the East side of Mumbles Road, West Cross SA3 5AW. The Council of the City and County of Swansea of Civic Centre, Oystermouth Road, Swansea, SA1 3SN.

## Site Option 01 - Llwynderw

West Cross Skate Park, Mumbles Road, Blackpill, West Cross, Swansea SA3 5AW

Assessment Criteria	Commentary
2. Relevant planning history	A recent approval for a replacement skatepark was granted by Swansea Council in February 2019 -2019/2345/FUL   Replacement skatepark
3. Are there any other planning considerations including Site Specific, Local or National planning policies that will effect the proposed development?	The site is designated by a site specific Policy: HC23 – Community Recreation Land. It is considered, given the existing use of the site and associated planning history that a robust case can be advanced to demonstrate there is no conflict with this policy.
4. Would the park displace an existing use?	The proposal would mirror the existing, established use.
5. Is a planning permission required?	Yes, planning permission is required for the proposal – as the proposal represents development by virtue of being an engineering operation.
6. Does the planning permission require further reports for the submission?	Yes, it is suggested that the proposal be accompanied by a phase 1 ecological report to consider the implications of the loss of any vegetation/ habitat.
7. Is the (re) development visible or near surrounding homes?	Yes, the site is to the east of properties which front onto the Mumbles Road. There is a separation distance of circa 70m between the site and the nearest property with intervening planting/ screening.
8. Will the proposed park have detrimental noise impact on local residents or other users?	It is possible that there will be a degree of noise emanating from the skate park. However, this will be against the backdrop of the existing back ground noise levels which include traffic/ road noise and users of the promenade. The existing skate park also has an impact in terms of noise creation and establishes a strong fall back position.
9. Will the proposed lighting have detrimental impact on local residents?	It is considered that given the separation distance to the nearest residential property and the presence of street lighting, any lighting included as part of the proposal would not have an impact on residential properties.



## Site Option 01 - Llwynderw

West Cross Skate Park, Mumbles Road, Blackpill, West Cross, Swansea SA3 5AW

### Summary and Conclusion

The West Cross Skate Park site is centrally located along Swansea Bay and is served by shops and facilities adjacent the existing activity hub of Blackpill Lido. The site provides a sustainable and suitable location for a wheeled sports park with car parking availability and smooth inclusive access.

#### Positive factors

*Consent site*

*Uses existing Brownfield skatepark surfacing area and topography*

*Uses existing established activity hub to enhance Blackpill Lido offer*

*Visible site with good surveillance across the area*

*Ideal active travel access for all users with smooth paths and bus routes*

*Car parking availability*

*Shops, WCs etc*

#### Negative factors

*Noise impact on nearby residential homes*

*Requires new safety balustrade may change visual character*

*Safety concerns to users against busy road*

The existing skatepark at Llwynderw currently forms a well-located hub for the Swansea skate community. The site has numerous positive factors making it a suitable location with potential to further enhance the Blackpill Lido activity area. Re-use of a Brownfield site is wholly appropriate and considered more sustainable than creating a new skatepark over existing greenspace. Through the due planning process, it has already been demonstrated that the site has gained a majority of support from both community and skatepark users.

**Site Option 02 – ‘Blackpill Lido’**

Land South of Texaco Petrol Station & Blackpill Lido, Mumbles Road, Mayals, Swansea SA3 5AS

## Site Option 02 – ‘Blackpill Lido’

Land South of Texaco Petrol Station & Blackpill Lido, Mumbles Road, Mayals, Swansea SA3 5AS

### Site Location & General Description

The site sits on the eastern side the A4067 Mumbles Road and is bordered to the East by the Swansea Bay Cycle Path/Promenade.

This section of land south of the Texaco petrol station and the Blackpill Lido recreation area is largely comprised of open greenspace with groups of mature trees and individual specimen trees. The collection of existing buildings and uses forms a hub of leisure and recreation activities. The Southern end of the site is bordered by a private residential dwelling with apartments and other dwellings across Mumbles road to the east. There is existing boundary screening, in the form of mature hedging to the private dwelling, views to the apartments are relatively open with individual trees providing minimal screening.

The site provides gateway views across Swansea Bay from the junction position between Mayals and Mumbles roads, a very busy public highway junction. A commemorative bench is angled towards views over Swansea. The Southern section of the site signifies the boundary to Mumbles with a ‘Welcome to Mumbles’ sign.

The site is easily accessible with adjacent car parks and is within 400m of a bus stop. WC’s, shop and takeaway refreshment facilities lie just North adjacent the Blackpill Lido area.

It is considered that the potential development site for location of a new skatepark would be in the North section of the site. The position would be away from the private dwelling to the South as well as providing a closer connection to the facilities at Blackpill.



Bird's eye view



## Site Option 02 – ‘Blackpill Lido’

Land South of Texaco Petrol Station & Blackpill Lido, Mumbles Road, Mayals, Swansea SA3 5AS



Aerial view showing general position for skatepark and key to photo views



View 01



View 02



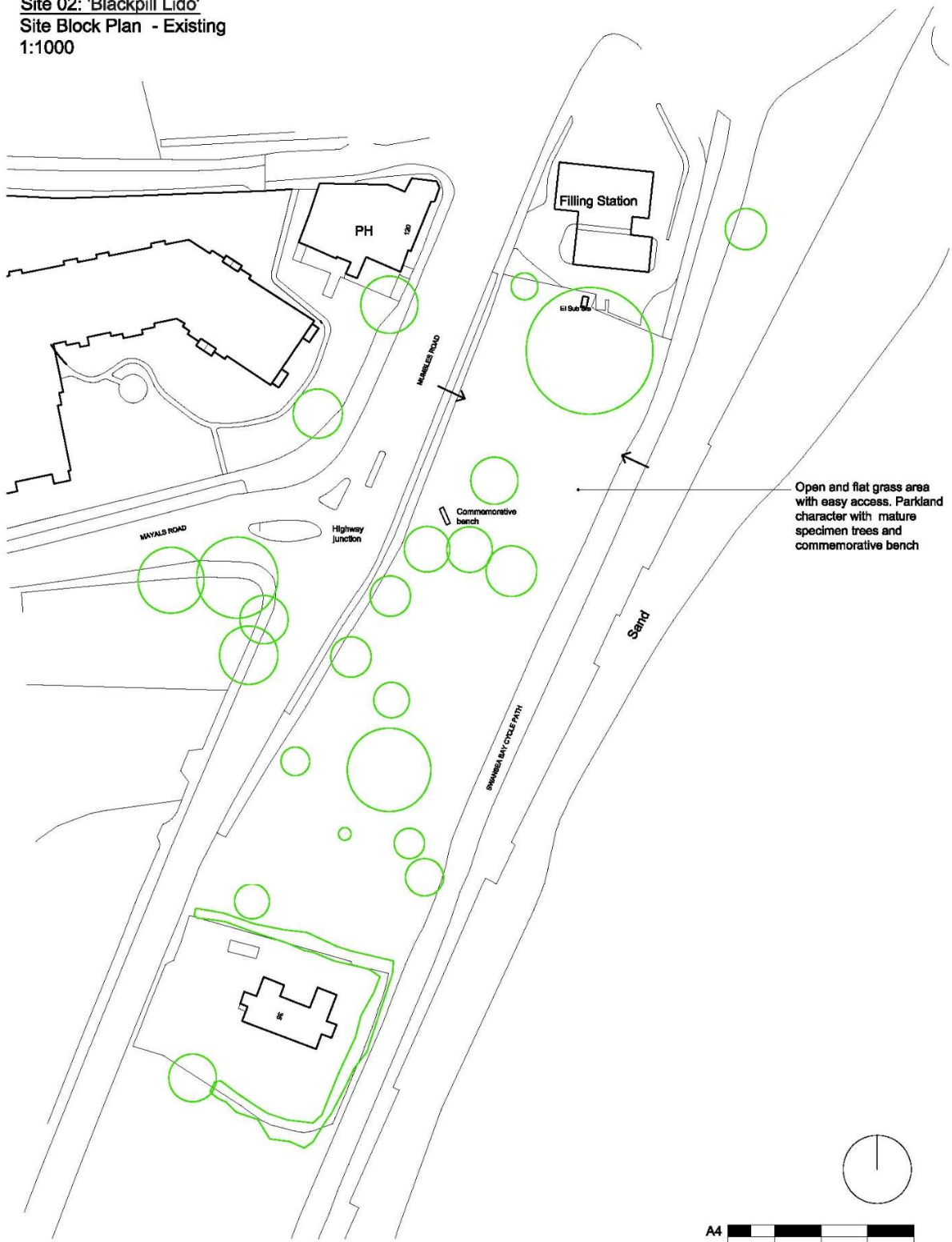
View 03



# Site Option 02 – 'Blackpill Lido'

Land South of Texaco Petrol Station & Blackpill Lido, Mumbles Road, Mayals, Swansea SA3 5AS

Site 02: 'Blackpill Lido'  
Site Block Plan - Existing  
1:1000



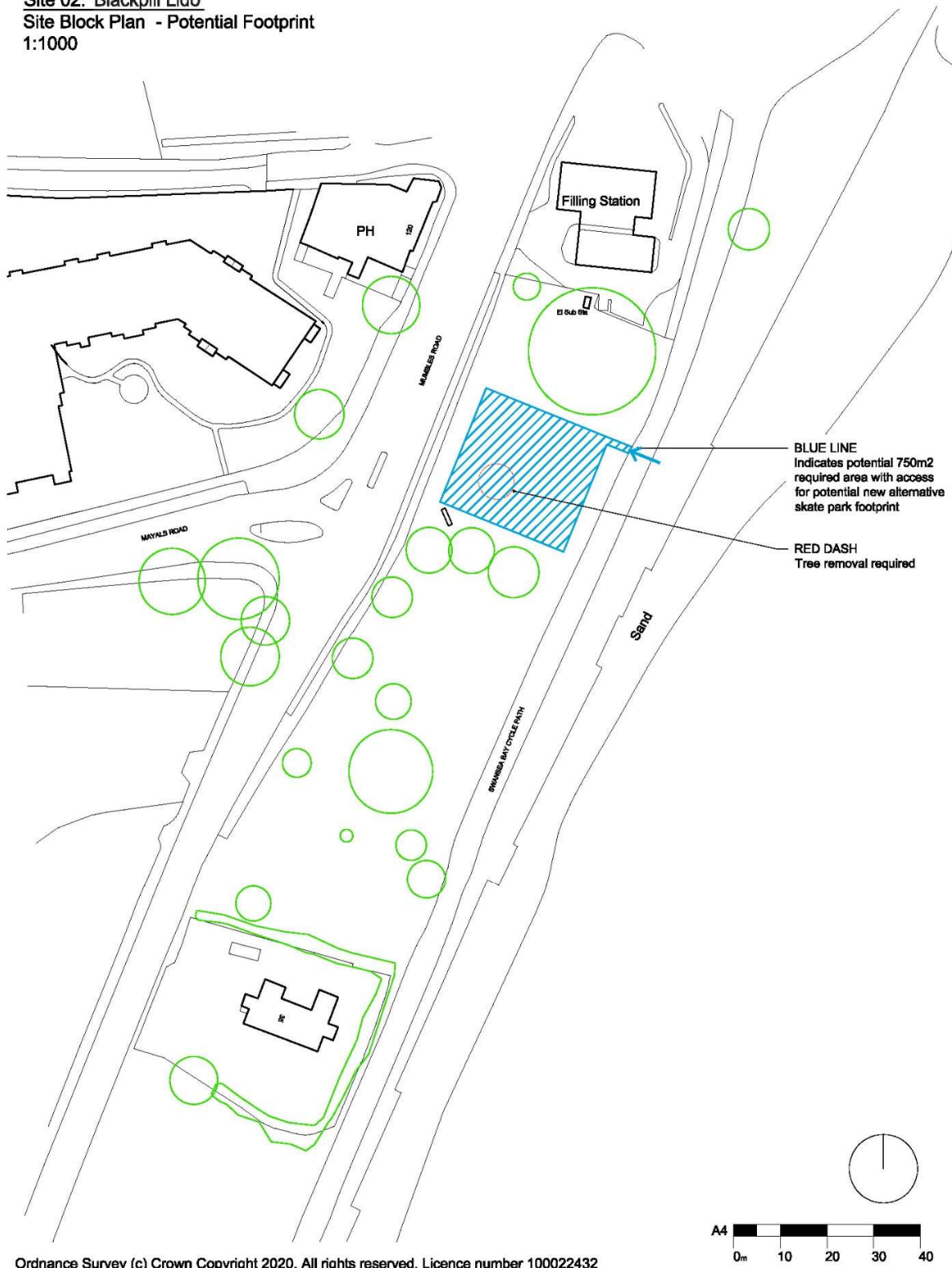
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# Site Option 02 – 'Blackpill Lido'

Land South of Texaco Petrol Station & Blackpill Lido, Mumbles Road, Mayals, Swansea SA3 5AS

Site 02: 'Blackpill Lido'  
Site Block Plan - Potential Footprint  
1:1000



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## Site Option 02 – ‘Blackpill Lido’

Land South of Texaco Petrol Station & Blackpill Lido, Mumbles Road, Mayals, Swansea SA3 5AS

### Assessment Criteria

- 2.1 Access
- 2.2 Environmental & Site Considerations
- 2.3 Design Suitability
- 2.4 Construction Considerations
- 2.5 Safety, Amenities & Visibility
- 2.6 Community & User Support
- 2.7 Planning Considerations

Assessment Criteria	Commentary
<b>2.1 Access</b>	
1. Is the location centrally located?	The position is located along the Swansea Bay promenade at approximately half way between Swansea to the North East, and The Mumbles to the South. The site lies adjacent to the Mayals Rd and Mumbles Rd Junction to the South of the Texaco petrol station. There are nearby car parks opposite the Woodman PH and at Derwen Fawr Road.
2. Is it easily accessible by <i>all</i> community users?	The site can be easily accessed from the Swansea Bay Cycle path to the East and by public footpath edging the west of the site. The flat topography would permit inclusive access to all users.
3. Is it on or near public transport routes?	The site is on a major public highway and bus route and within 400m of a bus stop with access to bus routes 2/2A/2B/2C/3A/37 serving Swansea and Newton/ Limeslade, Caswell Bay and Langland Bay
4. Is the location supported by easy access via foot, skateboard, scooter, bike, etc?	Due to the sites' close proximity with Swansea Bay Cycle path/promenade, the site can be accessed easily via an exclusive off-road pedestrian and cycle route that links The Mumbles with Swansea City Centre.
5. Is it near local shops and amenities?	The site lies directly South of the Texaco Petrol Station providing shop facilities as well as food takeaway outlets at Blackpill Lido, within a minute walking distance. Toilets are available at Blackpill Lido
<b>2.2 Environmental &amp; Site Considerations</b>	
1. Are there any protected trees in or around the site location?	Full investigation of available data on the Council's website and enquiry with Council's Tree Officer didn't reveal the presence of any protected trees.
2. Are there any special land designations (SSSI etc) or protected wildlife habitat that will be affected by the (re) development?	SSSI east of site: Blackpill (Sea area, not Beach)
3. Is the site prone to flooding or sit within a flood risk area?	The site is within Flood Zone A (Considered to be at little or no risk of fluvial or tidal/coastal flooding)

## Site Option 02 – ‘Blackpill Lido’

Land South of Texaco Petrol Station & Blackpill Lido, Mumbles Road, Mayals, Swansea SA3 5AS

Assessment Criteria	Commentary
	Low Surface Flood Water and Small Watercourses Risk. (mainly along eastern boundary)
4. Is there contaminated land or sub soil?	Information not available without on site investigations
5. Are there drains or services runs across the site?	It is understood from the consent site at West Cross just southward, that a large mains sewer runs parallel to the road on the Western edge of the site. We have not been made aware of any other drainage across the site and if the scheme was to move forward, the appropriate surveys would need to be undertaken.
6. Is the site free-draining and conducive to construction?	Having regard for the sub soils and drainage report for the adjacent West Cross approved scheme, as well as an assumption that the prevalence of subsoil conditions would similarly be of made-up sands, gravel, silt and peat, it is considered the site would be relatively free- draining and conducive to skatepark construction..
<b>2.3 Design Suitability</b>	
1. Does the proposed design layout fit comfortably on the site area?	It is considered that the ideal location on the chosen site would be to the North due to proximity to facilities and mitigation of impact to residential dwelling to the South. Taking the approximate required footprint area from the Llywnderw consent scheme, approximately 748m <sup>2</sup> , a total redesign would need to be undertaken to design a footprint that fits and is informed by site shape. See above. To facilitate the required footprint, an ornamental cheery tree will need to be removed.
<b>2.4 Construction Considerations</b>	
1. Can the site be accessed for construction traffic and ongoing maintenance vehicles?	A gated-off service road permitting access to the Promenade is located to the North of the Texaco Petrol Station. It maybe possible to gain construction access through the Texaco forecourt. Permits, structural appraisal and a comprehensive Construction Method Statement (CMS) with work timings would be required to ensure safety of public and structural integrity of Promenade.
2. Are there adequate areas for storage and parking during the construction process?	There are adequate areas for temporary site storage and compound facilities subject to approval. Third party land may be available within the Texaco forecourt area.
3. Are there existing drains/services that will be impacted due to the construction, or that would require specific additional consideration when (re)developing?	It is understood from the consent site at West Cross just southward, that a large mains sewer runs parallel to the road on the Western edge of the site. We have not been made aware of any other drainage across the site and if the scheme was to move forward, the appropriate surveys would need to be undertaken.
4. Will special construction measures be needed for construction i.e topography, vicinity of trees, drains or any other physical features?	A new skatepark design would not require any special construction measures due to the concrete raft construction type. It is understood that it would use the existing flat land form and build-in ramped features over the top of the concrete apron.

## Site Option 02 – ‘Blackpill Lido’

Land South of Texaco Petrol Station & Blackpill Lido, Mumbles Road, Mayals, Swansea SA3 5AS

Assessment Criteria	Commentary
5. Is the sub-grade/soil suitable for the proposed concrete construction?	Some special construction measures may need to be implemented; - Made ground and high water table will require a shallow, raft-type reinforced construction type with minimum excavations.
<b>2.5 Safety, Amenities &amp; Visibility</b>	
1. Will the park impact users of other recreational facilities nearby?	The location of proposal site is situated approximately 150m South of Blackpill Lido recreation activity area therefore it is considered would have no detrimental impact on users. With the site being open grassland it maybe used for informal recreation – the development of the site would take away this opportunity. There is a bench situated on the site, if persons use the area to relax/ take advantage of the wider views the proposed use would conflict with this.
2. Will the park enhance existing recreational facilities?	A skatepark sited in this location would enhance and add to the existing recreational offer in this locality. Blackpill Lido and the immediate area serves as a hub for visitor enjoyment and recreation therefore it is considered a park sited here would be sustainable and beneficial. As identified in (1) there is potential conflict with informal recreational use of the green space.
3. Is the site easily visible from surrounding roads and pavements?	The chosen part of the site is highly visible with permeability from the road and promenade. Visibility is enhanced with cars being stationary at the junction and pedestrians waiting to cross the road. It is a very flat site with no topographic features or hedging/trees preventing views through.
4. Does the site suffer from existing anti-social behaviour?	We are not aware of reports of anti-social behavior on this exact site location, however there are records of reports of anti-social behaviour and other crime within the car park area opposite the Woodman PH.
5. Is the proposed site a safe, community space for users?	The site edges a busy public highway. It is understood protective fencing measures will be put into place to protect users and public passing the site. Its location has a lot of passers-by and has adjacent private dwellings with good levels of natural surveillance into the site therefore giving users safety.
6. Are there paths, benches, water fountains, wcs?	The site is located approximately 150mm South of the Blackpill Lido via a cycle and pedestrian route. Blackpill Lido has facilities including benches and WCs.
7. Are there shopping opportunities nearby?	The site neighbours the Texaco Petrol Station with Londis shop. There is a convenience store just North of the petrol station across a pedestrian crossing.
<b>2.6 Community &amp; User Support</b>	
1. Would the local community be likely to support this site?	Given reaction to the consent site to the South, it is considered that opinion will be mixed. There are considerable similarities to the consent site, however this site is located closer to WC facilities and car parks as well as being located nearer to an established hub of noise and activity, requirements which the local community felt important. Contrary to this however, loss of open greenspace, impacted views across Swansea from

## Site Option 02 – ‘Blackpill Lido’

Land South of Texaco Petrol Station & Blackpill Lido, Mumbles Road, Mayals, Swansea SA3 5AS

Assessment Criteria	Commentary
	this important gateway junction, as well as safety considerations for users of the park due to the busy road junction nearby would also factor in community response. Given the above factors, on balance, it would be considered that the community support would be varied if a new application is submitted.
2. Would the skate park users be likely to support this site?	Given reaction to the consent site to the South, it is considered that skatepark users would not be in full support of a skatepark in this new location. Factors contributing to this would be that a 'home' for the skatepark users is already established on the adjacent southern consent site at West Cross. The planning process to date has resulted in the users being frustrated that construction has not already started.
<b>2.7 Planning Considerations</b>	
1. Ownership	Land register: WA152265. Freehold. Land on the East side of Mumbles Road, West Cross SA3 5AS. The Council of the City and County of Swansea of Civic Centre, Oystermouth Road, Swansea, SA1 3SN
2. Relevant planning history	No relevant planning history for the site
3. Are there any other planning considerations including Site Specific, Local or National planning policies that will effect the proposed development?	There are no site specific policies which apply to the site. National policy supports outdoor recreational activity. In terms of the loss of informal open green space it could be possible to demonstrate that there would be no net loss if the existing skate park is returned to green space.
4. Would the park displace an existing use?	The proposal would not displace any formal use, as identified above the proposal could compromise the opportunity for informal recreation on and around the site. This could be addressed by demonstrating no net loss if the existing skate park is returned to open space.
5. Is a planning permission required?	Yes, planning permission is required for the proposal – as the proposal represents development by virtue of being an engineering operation.
6. Does the planning permission require further reports for the submission?	Yes, it is suggested that the proposal be accompanied by a phase 1 ecological report to consider the implications of the loss of any vegetation/ habitat.
7. Is the (re) development visible or near surrounding homes?	Yes, the site is visible from a number of the apartments to the east of the site – including from external balconies. There is minimal screening on the site and although 'loss of a private view' is not a material planning consideration the proposal would disrupt established views from the apartments to Swansea Bay.
8. Will the proposed park have detrimental noise impact on local residents or other users?	It is possible that there will be a degree of noise emanating from the skate park. However, this will be against the backdrop of the existing back ground noise levels which include traffic/ road noise, including cars idling at the junction and users of the promenade. A degree of noise is also associated with the Petrol Filling Station and recreational activities taking place at Blackpill Lido

## Site Option 02 – ‘Blackpill Lido’

Land South of Texaco Petrol Station & Blackpill Lido, Mumbles Road, Mayals, Swansea SA3 5AS

Assessment Criteria	Commentary
9. Will the proposed lighting have detrimental impact on local residents?	The presence of existing street lighting would mitigate any impact on residential properties from proposed lighting within the skate park.

## Site Option 02 – ‘Blackpill Lido’

Land South of Texaco Petrol Station & Blackpill Lido, Mumbles Road, Mayals, Swansea SA3 5AS

### Summary and Conclusion

The Blackpill Lido site is centrally located along Swansea Bay and is served by shops and facilities adjacent the existing activity hub of Blackpill Lido. The site provides a sustainable and suitable location for a wheeled sports park with car parking availability and smooth inclusive access. Conflict with displacing opportunities for informal recreation can be addressed by returning the existing skate park to open grass, thereby representing a net loss in opportunities for informal play.

#### Positive factors

*Uses existing established activity hub to enhance Blackpill Lido offer*

*Visible site with good surveillance across the area*

*Ideal active travel access for all users with smooth paths and bus routes*

*Car parking availability*

*Shops, WCs etc*

*Flat site minimizes excavations*

#### Negative factors

*Noise impact on nearby residential homes*

*Loss of existing greenspace and tree*

*Impact/change to views over Swansea Bay*

*Requires new safety balustrade may change visual character*

*Safety concerns to users against busy road junction*

Although the site has numerous positive factors making it a good contender for the most appropriate location, it is considered that being so near the consent site and so similar in comparative characteristics, that to proceed with a new application would expend needless cost and time to ultimately provide the same offer.



**Site Option 03 – Underhill Park**

Land at Underhill Park, Newton Road, Mumbles, SA3 4SL

## Site Option 03 – Underhill Park

Land at Underhill Park, Newton Road, Mumbles, SA3 4SL

### Site Location & General Description

Underhill Park is a significant area (6.97Ha) of public open greenspace located due West of The Mumbles town centre approximately 800mm from Oystermouth Square and the seafront.

The park is very popular with the local community and provides formal and informal recreation for a host of different activities including rugby, football, dog walking and children's play areas. It serves the areas of Mumbles, Caswell, Langland and West Cross and is well connected with roads.

The space, which sits low into a natural valley basin, is surrounded by residential streets to the North, South and East and is bordered with mature trees to the West. A Conservation Area borders the western end. There is a Listed building to the North West corner set higher on the bank of Newton road. The general character of the area is residential, quiet, treelined and sylvan to the Newton Road edge especially. The site is designated as a 'Quiet Area' in the Swansea Local Development Plan.

The chosen new skatepark location within Underhill Park is located to the North, Newton Road edge sitting centrally in the park. The location will sit just above a young children's' play area and can be accessed from the South footpath network. To the North and West edges of the proposed location there is a mixed deciduous indigenous hedge. To the West edge a stand of young trees border the boundary to an access road.



Bird's eye view



## Site Option 03 – Underhill Park

Land at Underhill Park, Newton Road, Mumbles, SA3 4SL



Aerial view showing general position for skatepark and key to photo views



View 01



View 02



View 03

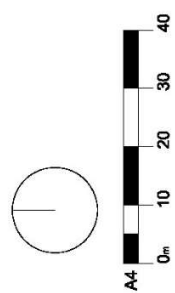


# Site Option 03 – Underhill Park

Land at Underhill Park, Newton Road, Mumbles, SA3 4SL



Site 03: Underhill Park  
Site Block Plan - Existing  
1:1000



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# Site Option 03 – Underhill Park

Land at Underhill Park, Newton Road, Mumbles, SA3 4SL



Site 03: Underhill Park  
Site Block Plan - Potential Footprint  
1:1000

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## Site Option 03 – Underhill Park

Land at Underhill Park, Newton Road, Mumbles, SA3 4SL

### Assessment Criteria

- 3.1 Access**
- 3.2 Environmental & Site Considerations**
- 3.3 Design Suitability**
- 3.4 Construction Considerations**
- 3.5 Safety, Amenities & Visibility**
- 3.6 Community & User Support**
- 3.7 Planning Considerations**

Assessment Criteria	Commentary
<b>3.1 Access</b>	
1. Is the location centrally located?	The position is located within Underhill Park approximately 800m from Mumbles town centre and facilities, highway and bus links as well as a car park to the South of the site.
2. Is it easily accessible by <i>all</i> community users?	The site can be easily accessed from all directions by all users with some steps at gate 1 Langland Corner
3. Is it on or near public transport routes?	The site is on a major public highway and bus route and within 400m of a bus stop providing links to Swansea and Newton/ Limeslade. Caswell Bay and Langland Bay
4. Is the location supported by easy access via foot, skateboard, scooter, bike, etc?	The site location does support access by these users however, the route to the park from the town centre will involve crossing around 4 roads along with obstructions in the form of kerb and mixture of uneven surface finishes.
5. Is it near local shops and amenities?	The site is located near shops and amenities 800m distance East in The Mumbles.
<b>3.2 Environmental &amp; Site Considerations</b>	
1. Are there any protected trees in or around the site location?	Full investigation of available data on the Council's website and enquiry with Council's Tree Officer didn't reveal the presence of any protected trees.
2. Are there any special land designations (SSSI etc) or protected wildlife habitat that will be affected by the (re) development?	This site is not subject to designations which could be a constraint to the development
3. Is the site prone to flooding or sit within a flood risk area?	Flood Zone B (Areas Known to have flooded in the past evidenced by sedimentary deposits) Medium to High Surface Flood Water and Small Watercourses Risk.
4. Is there contaminated land or sub soil?	Information not available without on site investigations



## Site Option 03 – Underhill Park

Land at Underhill Park, Newton Road, Mumbles, SA3 4SL

Assessment Criteria	Commentary
5. Are there drains or services runs across the site?	It is understood that a surface water drain cuts across the site heading East into a soakaway manhole. The drain was installed as part of a flooding and standing water alleviation scheme several years ago. The drain position could hinder/effect the new skatepark area as proposed. An as-built cctv drain and services survey should be carried out prior to progressing a scheme.
6. Is the site free-draining and conducive to construction?	Due to the nature of Underhill Park's position, sitting within a natural valley bowl, it collects localised and upstream surface water run off from surrounding roads and the woodland to the West. It is designated a surface water floodplain and to attenuate surface water catchment. The surface of the park consists of approximately 250mm compacted top soil sitting on 2-2.5m of heavy clay. It is documented that standing surface water sat over the impermeable clay substrata has caused historic flooding of the pitches despite alleviation schemes. The site therefore presents itself as not wholly conducive to construction
<b>3.3 Design Suitability</b>	
1. Does the proposed design layout fit comfortably on the site area?	It is considered that the ideal location on the chosen site would be to the North centre of the park due to avoiding space/layout conflicts with other organised sporting activities on the site. Taking the approximate required footprint area from the Llwynderw consent scheme, approximately 748m <sup>2</sup> , a total redesign would need to be undertaken to design a footprint that fits and is informed by site shape. See above.
<b>3.4 Construction Considerations</b>	
1. Can the site be accessed for construction traffic and ongoing maintenance vehicles?	A narrow access road running North-South runs adjacent the Western edge of the proposed site therefore it is deemed access could be achieved. Permits, structural appraisal and a comprehensive Construction Method Statement (CMS) with work timings would be required to ensure safety of public and structural integrity of the access road.
2. Are there adequate areas for storage and parking during the construction process?	There are adequate areas for temporary site storage and compound facilities subject to approval.
3. Are there existing drains/services that will be impacted due to the construction, or that would require specific additional consideration when (re)developing?	A surface water drain cuts across the site heading East into a soakaway manhole. The drain position could hinder/effect the new skatepark area as proposed. An as-built cctv drain and services survey should be carried out prior to progressing a scheme.
4. Will special construction measures be needed to construction i.e topography, vicinity of trees, drains or any other physical features?	The new construction would need be designed to bridge over an existing drain run. It is understood that the new skatepark design would not require any special construction measures due to the concrete raft construction type.
5. Is the sub-grade/soil suitable for the proposed concrete construction?	Potential flooding/surface water drainage as well as clay substrate lying shallow under the topsoil could pose problems. The new surface would have to be drained to a soakaway potentially compounding existing surface water drainage issues on the site.

## Site Option 03 – Underhill Park

Land at Underhill Park, Newton Road, Mumbles, SA3 4SL

Assessment Criteria	Commentary
<b>3.5 Safety, Amenities &amp; Visibility</b>	
1. Will the park impact users of other recreational facilities nearby?	The proposal will impact on others users. The proposed location has been sited to mitigate any conflicts with other sports users, however the skatepark could impact on the neighbouring children's play area. This area is designed for young children. There is a question whether the 2 different uses can reasonably coexist given the contrast of the 2 uses and their users. The proposed footprint will also cause loss of greenspace currently used for sports training.
2. Will the park enhance existing recreational facilities?	A skatepark sited in this location would enhance and add to the existing recreational offer in this locality. Underhill Park serves as a hub for visitor enjoyment and recreation therefore it is considered a park sited here would be an enhancement to the current offer.
3. Is the site easily visible from surrounding roads and pavements?	The chosen part of the site is visible from the surrounding roads and pavements as well as from neighbouring residential buildings sitting higher above the site. It is a very flat site with no topographic features. Hedging and trees to the North and West edges of the proposed site could reduce some visibility at certain viewing angles.
4. Does the site suffer from existing anti-social behavior?	There have been documented reported incidents of anti-social behavior and joyriding over the park pitches. The existing changing room building has been vandalized.
5. Is the proposed site a safe, community space for users?	The site sits within a popular community public park and is safe for all users.
6. Are there paths, benches, water fountains, wcs?	The park has a network of paths and several benches. The nearest public toilets are situated 800m to the East at Oystermouth Square. We are not aware of any water fountains located with the park.
7. Are there shopping opportunities nearby?	The site is located near shops and amenities 800m East in The Mumbles.
<b>3.6 Community &amp; User Support</b>	
1. Would the local community be likely to support this site?	Concerning remarks related to the new café and all weather pitches 2019/1442/FUL, it is considered that the local community may not be in full support for this site for some of the following reasons; <ul style="list-style-type: none"> <li>Noise impact on nearby residential homes</li> <li>Potential Anti social behaviour issues</li> <li>Loss of greenspace</li> <li>Loss of sports training area</li> <li>Potential use conflict with nearby children's play area</li> <li>Compounding current flooding issue</li> <li>No facilities for users</li> </ul>

## Site Option 03 – Underhill Park

Land at Underhill Park, Newton Road, Mumbles, SA3 4SL

Assessment Criteria	Commentary
2. Would the skate park users be likely to support this site?	Given reaction to the consent site at West Cross, it is considered that skatepark users would not in full support of a skatepark in this new location. Factors contributing to this would be that a 'home' for the skatepark users is already established on the consent site at West Cross. The planning process to date has resulted in the users being frustrated that construction has not already started. The proposed site is not as closely located near facilities or shops, further, access to the site via a wheeled mode of transport would be less easy than the consent site due to multiple road crossings.
<b>3.7 Planning Considerations</b>	
1. Ownership	Land register: CYM466071. Freehold. Underhill Park, Newton Road, Mumbles, Swansea, SA3 4SL.
2. Relevant planning history	<p>Planning application (2007/0409) for the 'construction of multi use games area with 3 metre high fencing and installation of 4 no. 6.7metre high floodlights' was withdrawn in January 2013.</p> <p>Planning permission (2019/1442/FUL) for the 'redevelopment of external playing areas adjacent to existing changing rooms to form new all weather pitch with associated floodlighting and 4m high perimeter fencing and repositioning of other outlined playing areas to utilize former redundant areas. Refurbishment of existing changing rooms and construction of an extension to provide a café / community room, new shower / changing rooms, first aid room, plant room and secure storage areas. New Electric transformer station and secure vehicle access and compound and associated security fencing' was granted in November 2015.</p> <p>Please note: details of these application were not available on the Council's website.</p>
3. Are there any other planning considerations including Site Specific, Local or National planning policies that will effect the proposed development?	There are no site specific designations which would preclude the development from coming forward on the site. There will need to be a balance between the loss of informal recreation/ place space and the formal provision of the skate park, in addition to the potential conflict with the established children's play area.
4. Would the park displace an existing use?	<p>The proposal would not displace any formal use, as identified above the proposal could compromise the opportunity for informal recreation on and around the site and there is possible conflict with the established children's play area.</p> <p>There doesn't appear to be an opportunity (unlike site 2) to mitigate the loss.</p>
5. Is a planning permission required?	Yes, planning permission is required for the proposal – as the proposal represents development by virtue of being an engineering operation.

### Site Option 03 – Underhill Park

Land at Underhill Park, Newton Road, Mumbles, SA3 4SL

Assessment Criteria	Commentary
6. Does the planning permission require further reports for the submission?	Yes, it is suggested that the proposal be accompanied by a phase 1 ecological report to consider the implications of the loss of any vegetation/ habitat.
7. Is the (re) development visible or near surrounding homes?	Yes, the site is visible from those properties on Newton Road which overlook the park and potentially from Langland Road properties.
8. Will the proposed park have detrimental noise impact on local residents or other users?	The proposal will introduce a noise source into an otherwise generally quiet area. Background noise levels are generally low and it is likely that residents will be aware of skaters using the park.
9. Will the proposed lighting have detrimental impact on local residents?	Newton Road benefits from street lighting but across the wider park lighting isn't a feature. The addition of lighting for the skate park is likely to appear as an anomaly with Underhill Park.

## Site Option 03 – Underhill Park

Land at Underhill Park, Newton Road, Mumbles, SA3 4SL

### Summary and Conclusion

Underhill Park is an established area for sporting and recreational activity for all community users and lies in a quiet and leafy residential area set around 800m West of The Mumbles town centre. It is relatively sustainable in terms of accessibility for active travel from the town centre however several roads and junctions need to be crossed on the journey. There is a car park and nearby street parking. A planning consent has recently been granted for a café and new all-weather pitches. Historically the site has had reports of anti-social behavior incidents. Sitting centrally to the Northern edge, the proposal site would seek to use an existing area of greenspace, currently a sports team training area, adjacent a children's play area and nearby residential dwellings. There is the risk of the skate park, given the history of antisocial behavior, being a focus for noise and disturbance and potentially conflicting with the adjacent children's play area. The skate park would also reduce the amount of open space available for informal recreation within the park.

#### Positive factors

*Uses existing established activity hub to enhance Underhill Park/Mumbles offer*  
*Safe site with good surveillance*

#### Negative factors

*Noise impact on nearby residential homes and quiet residential area*  
*Potential for new and ongoing anti-social behaviour issues*  
*Loss of existing greenspace and sports training area*  
*Potential use conflict with nearby young children's play area*  
*New concrete constructions may compound current flooding issues*  
*Build-over soakaway drain*  
*Revised skate park design from consent scheme*  
*No nearby shops, wcs or facilities for users*  
*Active travel and wheeled access to the site not ideal due uneven paths and several road and junction crossings*

Due to the potential negative factors associated with construction of a concrete skatepark in this quiet, residential area it is considered it would not be appropriate in this setting. With not ideal access, concerns over it's relationship with the children's play park and being located slightly away from shops and facilities, this site would be least favorable out of all 3 sites.

## Appraisals Summary & Recommendation



## Appraisals Summary

### Site Option 01 - Llywnderw, West Cross Skate Park

*The existing skatepark at Llywnderw currently forms a well-located hub for the Swansea skate community. The site has numerous positive factors making it a suitable location with potential to further enhance the Blackpill Lido activity area. Re-use of a Brownfield site and existing facility is wholly appropriate and considered more sustainable than creating a new skatepark over existing greenspace. Through the planning process, it has already been demonstrated that the site has gained a majority of support from both community and skatepark users.*

*Ranks No. 1 out of 3*

### Site Option 02 - Land to the South of Blackpill Lido

*Although the site has numerous positive factors making it a good contender for the most appropriate location, it is considered that being so near the consent site and so similar in comparative characteristics, that to proceed with a new application would expend needless cost and time to ultimately provide the same offer. The development of this site would result in the loss of open green space which would not occur with site 1.*

*Ranks No. 2 out of 3*

### Site Option 03 - Land at Underhill Park

*Due to the potential negative factors associated with construction of a concrete skatepark in this quiet location in relatively close proximity to residential properties with limited screening it is considered it would not be appropriate in this setting. With constrained access, concerns over its relationship with the children's play park and being located slightly away from shops and facilities, this site would be least favorable out of all 3 sites.*

*Ranks No. 3 out of 3*

## Recommendation

Having regard to the above appraisal report and findings and in consideration of the balance of positive and negative factors the proposals may have for each particular site, we conclude that Site Option 01 – Llywnderw, would be the most favourable site out of all 3 appraisal sites.

## DMW Architects & CL Planning

October 2020

Please note, the above report and findings represent the reasonable and objective views of DMW Ltd and Chapman Lily Planning Ltd only and has been produced on behalf of our client, Mumbles Community Council. Consultation with statutory undertakers, planning departments, the local community, and others, together with on site investigations and legal searches may identify further issues for consideration that may need to be addressed should a planning application be put forward.



Valuation Office  
Agency

**DVS** Property Specialists  
for the Public Sector

Valuation Report for  
Land at Swansea Skate  
Park  
Mumbles Road  
Swansea



Report for:  
Lewis Hinds  
Swansea City Council

Prepared by:  
Elizabeth Fox MRICS  
Senior Surveyor  
RICS Registered Valuer  
DVS

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Case Number: 1755807

Date: 06 January 2021

## Contents

Executive Summary.....	1
1. Introduction.....	2
2. Valuation Parameters .....	2
3. Property Information .....	5
4. Valuation.....	6
5. General Information.....	9
6. Appendices.....	11
6.1 Photographs.....	11
6.2 Plans .....	12

## Executive Summary

### 1.1 Description

A 2.5 acre predominantly grassed site a portion of which contains a skate park.

### 1.2 Location

The subject site is located between Mumbles Road and Mumbles Promenade

### 1.3 Tenure

Freehold with vacant possession

### 1.4 Valuation Date

06 January 2021

### 1.5 Special Assumptions

There are no special assumptions.

### 1.6 Market Value

The opinion of **Market Value** of the freehold interest with vacant possession as at **06 January 2021** is **£87,500** (Eighty Seven Thousand Five Hundred Pounds)

## 1. Introduction

I refer to your instructions dated 10 December 2020 and my Terms of Engagement dated 10 December 2020.

I have inspected and valued the property and I am pleased to report to you as follows.

## 2. Valuation Parameters

### 2.1 Identification of Client

Swansea City Council

### 2.2 Purpose of Valuation

It is understood that you require a market valuation of the subject site for potential disposal purposes.

### 2.3 Subject of the Valuation

Land at Swansea Skate Park, Mumbles Road, Swansea

### 2.4 Date of Valuation

The date of valuation is 06 January 2020.

Please note that values change over time and that a valuation given on a particular date may not be valid on an earlier or later date.

### 2.5 Confirmation of Standards

The valuation has been prepared in accordance with the professional standards of the Royal Institution of Chartered Surveyors: RICS Valuation – Global Standards and RICS UK National Supplement, commonly known together as the Red Book.

Compliance with the RICS professional standards and valuation practice statements gives assurance also of compliance with the International Valuations Standards (IVS).

Measurements stated are in accordance with the RICS Professional Statement '**RICS Property Measurement' (2<sup>nd</sup> Edition)**, and where relevant, the **RICS Code of Measuring Practice (6<sup>th</sup> Edition)**.

### 2.6 Agreed Departures from the RICS Professional Standards

There are no departures beyond those restrictions on the extent of investigations and survey, and the assumptions, stated below.

## 2.7 Basis of Value

The basis of value adopted is Market Value which is defined at VPS 4, para 4 as:

*'The estimated amount for which an asset or liability should exchange on the valuation date between a willing buyer and a willing seller in an arm's length transaction after proper marketing and where the parties had each acted knowledgeably, prudently and without compulsion.'*

## 2.8 Special Assumptions

There are no special assumptions.

## 2.9 Nature and Source of Information Relied Upon

In addition to relying upon VOA held records and information. I have assumed that all information provided by, or on behalf of you, in connection with this instruction is correct without further verification – for example, details of tenure, tenancies, planning consents, etc.

My advice is dependent upon the accuracy of this information and should it prove to be incorrect or inadequate, the accuracy of my valuation may be affected.

- Location plan
- Red line plan
- Background in relation to valuation request
- Planning and policy information relating to the subject site.

## 2.10 Date of Inspection

10 December 2020

## 2.11 Extent of Investigations, Survey Restrictions and Assumptions

An assumption in this context is a limitation on the extent of the investigations or enquiries undertaken by the valuer. The following agreed assumptions have been applied in respect of your instruction, reflecting restrictions to the extent of our investigations.

- Such inspection of the property and investigations as the Valuer considered professionally adequate and possible in the particular circumstance was undertaken. This comprised undertaking an external inspection of the property.
- No detailed site survey, building survey or inspection of covered, unexposed or inaccessible parts of the property was undertaken. The Valuer has had regard to the apparent state of repair and condition, and assumed that inspection of those parts not inspected would neither reveal defects nor cause material alteration to the valuation, unless aware of indication to the contrary. The building services have not been tested and it is assumed that they are in working order and free from defect. No responsibility can therefore be accepted



for identification or notification of property or services' defects that would only be apparent following such a detailed survey, testing or inspection.

- It has been assumed that good title can be shown and that the property is not subject to any unusual or onerous restrictions, encumbrances or outgoings.
- It has been assumed that the property and its value are unaffected by any statutory notice or proposal or by any matters that would be revealed by a local search and replies to the usual enquiries, and that neither the construction of the property nor its condition, use or intended use was, is or will be unlawful or in breach of any covenant.
- Valuations include that plant that is usually considered to be an integral part of the building or structure and essential for its effective use (for example building services installations), but exclude all machinery and business assets that comprise process plant, machinery and equipment unless otherwise stated and required.
- It has been assumed that no deleterious or hazardous materials or techniques were used in the construction of the property or have since been incorporated. However where an inspection was made and obvious signs of such materials or techniques were observed, this will be drawn to your attention and captured in this report.
- No access audit has been undertaken to ascertain compliance with the Equality Act 2010 and it has been assumed that the premises are compliant unless stated otherwise in this report.
- No environmental assessment of the property (including its site) and neighbouring properties has been provided to or by the VOA, nor is the VOA instructed to arrange consultants to investigate any matters with regard to flooding, contamination or the presence of radon gas or other hazardous substances. No search of contaminated land registers has been made.

However, where an inspection was made and obvious signs of contamination or other adverse environmental impact were visible this will have been advised to you, further instructions requested and the observations captured in the report. Where such signs were not evident during any inspection made, it has been assumed that the property (including its site) and neighbouring properties are not contaminated and are free of radon gas, hazardous substances and other adverse environmental impacts. Where a risk of flooding is identified during any inspection made, or from knowledge of the locality, this will be reported to you. The absence of any such indication should not be taken as implying a guarantee that flooding can never occur.

- No allowances have been made for any rights obligations or liabilities arising from the Defective Premises Act 1972.

### **3. Property Information**

#### **3.1 Situation**

The subject site is located between Mumbles Road and Mumbles Promenade within a predominantly residential location. The Black Pill Lido is situated within close proximity to the subject site and both the lido and the promenade attract both tourists and locals all year round.

The site is situated some 1 mile from the village of Mumbles a sought after location within the city of Swansea. The Gower Peninsula is accessed within a short drive and the Mumbles Road is attached to the main thoroughfare through the city providing access to the M4 and beyond in both an Easterly and Westerly direction.

#### **3.2 Description**

The subject site comprises approximately 2.5 acres of predominantly grassed land. The site has road frontage along Mumbles Road with the western boundary sitting alongside the Mumbles promenade. The site slopes inward forming shallow basin in the centre of the site which is partially tarmacked and houses a half pipe allowing for skate boarding and other similar leisure activities.

There are a number of trees across the site, although I am informed that none have Tree Preservation Orders. There are some flooding issues on the site which are noted at 3.11 below.

#### **3.3 Tenure**

Freehold with vacant possession.

#### **3.4 Easements and Restrictions**

It is noted that an easement for utility purposes is located along the southern boundary of the subject site. The easement runs between both Mumbles Road and Mumbles Promenade.

#### **3.5 Site Area**

2.5 acres (1.011 hectares)

#### **3.6 Services**

Due to the proximity of the subject site to both commercial and residential properties it is assumed that all services are available within the vicinity of the subject site.

#### **3.7 Access and Highways**

The subject site currently has an established pedestrian access via Mumbles Promenade which provides both a walking and cycling lane. While there is no established access from Mumbles Road the subject site can be accessed from this direction on foot.

Both Mumbles Road and the Promenade are assumed to be maintained at public expense.

### 3.8 Planning

I have made formal enquiries of the Planning Authority as to the planning status and potential of the property. These have revealed that a planning application reference 2019/2345/FUL relating to a replacement Skate Park was granted on 13 February 2020.

A number of additional policies referenced within the Local Development Plan were noted within the decision notice. These policies predominantly referred to the retention of designated green spaces and community facilities.

### 3.9 Equality Act 2010

Whilst I have had regard to the provisions of the Equality Act 2010 in making this report, I have not undertaken an access audit nor been provided with such a report. It is recommended that you commission an access audit to be undertaken by an appropriate specialist in order to determine the likely extent and cost of any alterations that might be required to be made to the premises or to your working practices in relation to the premises in order to comply with the Act.

### 3.10 Mineral Stability

The property is not in an underground mining area and a Mining Subsidence Report has not been obtained.

### 3.11 Environmental Factors Observed or Identified

The Natural Resources Wales Development Advice Map notes that the subject site is situated within flood Zone A meaning that it is at little to no risk of flooding from rivers or seas. However there are large portions of the northern portion of the site which are at a high risk of flooding from surface water with the southern section of the site at medium to low risk of surface water flooding.

## **4. Valuation**

### 4.1 Valuation Methodology / Approach and Reasoning

In arriving at my opinion of value, I have used the comparable method of valuation. The valuation of any property is always best completed through the comparable method of valuation. This is because identifying identical or even very similar comparable sales evidence provides a good indication as to true market value.

As referenced above the subject site has road frontage onto Mumbles Road and has a frontage alongside Mumbles Promenade. There are residential dwellings along both Northern and Southern boundaries. Further to my discussions with your Authority it is understood that residential development would not be acceptable on the subject site. This opinion is further supported by the policies referenced within the granted planning permission noted in 3.8 above which note the LDP preferences to retain

green and community space. It is understood that some small scale commercial development may be supported. However, the subject site is not fully level and some areas of the site experience high level flooding from surface water. On this basis I am of the opinion that any commercial development would be highly speculative.

In light of the above I have considered the subject site reflecting a community use and have included an uplift to reflect potential future hope value or future income production.

I have searched for sales of similar sites within the locality and have had regard to the evidence which is noted in section 4.2.1 below.

The comparable evidence noted suggests a wide range between circa £5,000 and £65,000 per acre. The site in closest proximity to the subject sits at the upper end of the range and reflects a heavily wooded area which is situated within an established residential location. It is not unreasonable to assume that the purchase price reflects some degree of residential hope value. The site is considerably smaller than the subject and reflects the best comparable sale of that which is noted below. The site at the lower end of the range reflects a site situated within a less desirable location than the subject. It is noted however that this site is closer in size to the subject.

As noted above the comparable on Overland Road provides the best indication of value for the subject site. As the site is smaller than the subject I am of the option that a lesser value on a per acre basis should be applied to the subject site. A per acre value at £35,000 in my view appropriately reflects the larger site and reflects any future hope as referenced above. When applied to the subject site this provides an overall value as follows:

2.5 acres @ £35,000/ac	£87,500
------------------------	---------

As the majority of the evidence noted below relates to amenity land values I have considered an alternative approach to ensure that that value reported is fully supported. It is accepted practice to value amenity/community land at between two to three times agricultural value to reflect the generally level topography, road access and overall benefit and hence value to the community of such useful land. I have therefore considered the agricultural land evidence noted in 4.2.2 below which suggests a range between £8,000 and £16,000 per acre. Similar to the amenity values above the site at the upper end of the scale is closest to the subject site. From my own research this is high for agricultural land and I have therefore adopted a figure at the midpoint of the range. Having regard to the location of the subject site, its community benefits and condition I am of the opinion that three times agricultural value is appropriate here. This provides an overall value as follows:

Agricultural value per acre	£10,000
Community use per acre (3 x ag)	£30,000

Community value applied to subject site:

2.5 acres @ £30,000/ac	£75,000
------------------------	---------

Both approaches above suggest a range between £30,000 and £35,000 per acre. Having regard to any uplift reflecting hope value and a possible future income

production I am of the opinion that the market value of the subject site sits at the upper end of the range and is fairly reflected at £87,500 (£35,000/ac).

#### 4.2 Comparable Evidence

##### 4.2.1. Comparable land evidence

Pertinent Date	Address	Consideration	Acres	£ per Acre
05 DECEMBER 19	LAND BETWEEN GLYN-MEIRCH ROAD & GRAIG ROAD, TREBANOS, PONTARDAWE, SWANSEA	£4,000	0.79	£5,036
13 JUNE 18	LAND AT FORMER JERSEY HALL, MARGARET STREET, ST.THOMAS, SWANSEA	£9,250	0.21	£44,047
02 AUGUST 17	LAND BETWEEN 18-42 OVERLAND ROAD, MUMBLES, SWANSEA	£33,500	0.52	£64,423

##### 4.2.2 Agricultural land evidence

Pertinent Date	Address	Consideration	Acres	£ per Acre
11 July 19	LAND AT GLEBE FARM CHERITON, SWANSEA	£40,000	2.471	£16,187
27 June 19	LAND ASSOCIATED WITH PENYBANC FARM, FAIRWOOD, SWANSEA	£20,000	17.3	£9,249
25-Nov-16	LAND LYING TO THE EAST OF THE ROAD LEADING FROM CROFTY TO LLANRHIDIAN	£20,000	2.471	£8,093

#### 4.3 Opinion of Value

I am of the opinion that the Market Value of the freehold interest in Land at Swansea Skate Park is **£87,500** (Eighty Seven Thousand Five Hundred Pounds) as at 06 January 2021.

#### 4.4 Currency

All prices or values are stated in pounds sterling.

#### 4.5 VAT

I understand that VAT does not apply to this transaction and my opinion of value reflects this. In the event that my understanding is found to be inaccurate, my valuation should be referred back for reconsideration.

#### 4.6 Costs of Sale or Acquisition and Taxation

I have assumed that each party to any proposed transaction would bear their own proper legal costs and surveyor's fees.

No allowance has been made for liability for taxation, whether actual or notional, that may arise on disposal.

#### 4.7 Market conditions explanatory note: Novel Coronavirus (COVID-19)

The outbreak of COVID-19, declared by the World Health Organisation as a “Global Pandemic” on the 11 March 2020, has and continues to impact many aspects of daily life and the global economy – with some real estate markets having experienced lower levels of transactional activity and liquidity. Travel restrictions have been implemented by many countries and “lockdowns” applied to varying degrees. Whilst restrictions have now been lifted in some cases, local lockdowns may continue to be deployed as necessary and the emergence of significant further outbreaks or a “second wave” is possible.

The pandemic and the measures taken to tackle COVID-19 continue to affect economies and real estate markets globally. Nevertheless, as at the valuation date some property markets have started to function again, with transaction volumes and other relevant evidence returning to levels where an adequate quantum of market evidence exists upon which to base opinions of value. Accordingly, and for the avoidance of doubt, our valuation is not reported as being subject to ‘material valuation uncertainty’ as defined by VPS 3 and VPGA 10 of the RICS Valuation – Global Standards.

For the avoidance of doubt, this explanatory note has been included to ensure transparency and to provide further insight as to the market context under which the valuation opinion was prepared. In recognition of the potential for market conditions to move rapidly in response to changes in the control or future spread of COVID-19 we highlight the importance of the valuation date.

## 5. **General Information**

### 5.1 Status of Valuer

It is confirmed that the valuation has been carried out by Elizabeth Fox, a RICS Registered Valuer, acting in the capacity of an external valuer, who has the appropriate knowledge and skills and understanding necessary to undertake the valuation competently, and is in a position to provide an objective and unbiased valuation.

### 5.2 Conflict of Interest

Checks have been undertaken in accordance with the requirements of the RICS standards and have revealed no conflict of interest. DVS has had no previous material involvement with the property.

### 5.3 Restrictions on Disclosure and Publication

The client will neither make available to any third party or reproduce the whole or any part of the report, nor make reference to it, in any publication without our prior written approval of the form and context in which such disclosure may be made.



5.4 Limits or Exclusions of Liability

Our valuation is provided for your benefit alone and solely for the purposes of the instruction to which it relates. Our valuation may not, without our specific written consent, be used or relied upon by any third party, even if that third party pays all or part of our fees, directly or indirectly, or is permitted to see a copy of our valuation report. If we do provide written consent to a third party relying on our valuation, any such third party is deemed to have accepted the terms of our engagement.

None of our employees individually has a contract with you or owes you a duty of care or personal responsibility. You agree that you will not bring any claim against any such individuals personally in connection with our services.

5.5 Validity

This report remains valid for 3 (Three) months from its date unless market circumstances change or further or better information comes to light, which would cause me to revise my opinion.

I trust that the above report is satisfactory for your purposes. However, should you require clarification of any point do not hesitate to contact me further.

A handwritten signature in black ink, appearing to be 'Elizabeth Fox', written over a light grey circular stamp or watermark.

Mrs Elizabeth Fox MSc MRICS  
Senior Surveyor  
RICS Registered Valuer  
DVS

## 6. Appendices

### 6.1 Photographs



6.2 Plans



# Equality Impact Assessment Screening Form – Appendix F

Please ensure that you refer to the Screening Form Guidance while completing this form. If you would like further guidance please contact the Access to Services team (see guidance for details).

## Section 1

Which service area and directorate are you from?

Service Area: **Cultural Services and Estates**

Directorate: **Place**

### Q1(a) WHAT ARE YOU SCREENING FOR RELEVANCE?

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

(b) Please name and describe here:

To seek approval to negotiate and agree Heads of Terms and enter into a lease with Mumbles Community Council for land at Llwnderw for the purpose of constructing and managing a new skate park on the site

### 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)

### 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 checked="" 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"/>
Any other age group →	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Disability →	<input checked="" 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"/>
Asylum seekers →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gypsies & travellers →	<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"/>
Sexual Orientation →	<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"/>
Welsh Language →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Poverty/social exclusion →	<input checked="" 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"/>
Community cohesion →	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

### Q4 WHAT ENGAGEMENT / CONSULTATION / CO-PRODUCTIVE APPROACHES WILL YOU UNDERTAKE?

Please provide details below – either of your planned activities or your reasons for not undertaking engagement

There will be no perceived detrimental change to the facilities on offer to members of the public and users of the open space, as the site will remain a skate park, but with an enhanced offer. Significant levels of consultation with key user groups has

## Equality Impact Assessment Screening Form – Appendix F

been undertaken by Mumbles Community Council to support the proposal, and inform the design and chosen site. Mumbles Community Councils chosen contractor Maverick have incorporated ideas from local school children, BMX riders from the UK Olympic Team and the World Champion of wheelchair motocross into the design. The outcome have informed the design and increased cost but MCC recognised the importance of creating a world class design to complement the iconic location and one that provided full and safe access to all.

The land is public open space, therefore statutory consultation will apply in the normal manner and comments and objections considered as part of the democratic decision making process.

Planning permission has been applied for and approved

<https://property.swansea.gov.uk/online-applications/applicationDetails.do?keyVal=PZ5QUFEVJVU00&activeTab=summary>

The required statutory consultation was undertaken as part of the planning process, with 1110 comments and 1025 in support and 80 objections lodged.

### 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 (L)
<b>(b) WHAT IS THE POTENTIAL RISK TO THE COUNCIL'S REPUTATION?</b> (Consider the following impacts – legal, financial, political, media, public perception etc...)		
High risk <input checked="" type="checkbox"/> (H)	Medium risk <input type="checkbox"/> (M)	Low risk <input type="checkbox"/> (L)

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

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

Parks Operations currently undertake the maintenance of the park and have therefore been part of the discussions with the community council in regards to providing maintenance on a paid for basis post transfer. Highways, drainage, Estates and Cultural Services have all be actively engaged.

### 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 an EIA report, you must provide a full explanation here. Please ensure that you cover all of the relevant protected groups.

## Equality Impact Assessment Screening Form – Appendix F

If this proposal is agreed the community council will improve and enhance the facility provision in on the site of the existing skatepark to enable them to further develop opportunities for the local community, particularly children and young people and with an enhanced offering for those with disabilities . There will be significant improvement in provision and opportunities offered compared the present as the skatepark. Access will remain fully open to the public, free of charge including protection and improvement to the wider green space that will surround the new facility

The only change to current provision is that the Community Council will have the responsibility for the areas within the demises. Casual usage will not change or be adversely affected, and in the long term is anticipated to significantly increase and access and enjoyment of the area in general.

The Community Council have actively worked with the local community, skaters work with other groups who regularly use the facility and the proposals are well advanced and known within the general public and media.

The areas within this screening where a High impact was scored, can be further explained below:

Children and Young people and any other age group –

The work by MCC and their chosen contractor have specifically targeted a broad range of users and potential user group through the consultation phase and designed the proposed skatepark with their needs in mind. The current skate facility is a standard halfpipe, which requires competence and skill to ride, and is not generally suitable for young learners or novice riders.

The newly proposed skate park significantly enhances the offer. Whilst there is opportunity for the most proficient riders to significantly progress and enjoy the sport, the inclusion of more shallower and alternate areas within the design ensures that riders of all abilities, and those on skateboards, scooters, BMX and other wheeled sports can enjoy the benefits of the renewed offer. It is therefore a much more versatile and balance offering to the current provision

It should be noted that facilities such as these are not solely aimed at older children and young teenage boys. Wheeled sports arenas attract users from every demographic including wheelchair users who can interact on positive and equal terms with other users. Popularity of scooters remains high enables first time Skatepark users to explore the use before moving onto skateboards, BMX bikes or inline skates. There is also a vibrant scene within the UK for more mature users who have recently rediscovered “skating” with the advent of high quality wheeled sport arena provision and finding people in their forties and fifties riding the park is not unusual.

The skate park will add to the infrastructure of facilities within Swansea that contribute to the physical and mental well-being of children and young people. Access to opportunities to participate in physical activity is a critical part of the Well Being of Future Generations act with a direct link to the Swansea Local Service Board objective of “A Healthier Swansea”.



## Equality Impact Assessment Screening Form – Appendix F

### Community cohesion and Social inclusion/Poverty-

The Skate Park will be open access, participants will be able to use the facility at no cost which removes the financial barrier and promotes the goal of “A More Equal Swansea”. This type of facility and activity tends to be very attractive to children and young people who may not be engaged in more formal sports and would provide a positive contribution to Welsh Governments recommendations for regular physical activity as part of a healthy and active lifestyle.

Disability- Consultation has been developed over 18 months to ensure that all interested parties - residents, Skateboard groups, all local schools – had an opportunity to input into it through public meetings and consultations and questionnaires and surveys. MCC were also able to incorporate BMX facilities taking advice from a member of the UK Olympic BMX team and full disability access with advice from the Wheelchair Motocross World Champion.

The scheme is extremely visible to the people of Swansea and the key stakeholder, and given the previous planning permission approval and work undertaken to date, the local media has maintained watching brief over the developments. As a result, a decision by the Council on the Community Councils proposal and request for the land carries a reputational risk given the time it has been discussed over and the visibility of the project. The Council requested MCC to complete an additional body of work which has now been completed, so the matter can be considered.

The process undertaken in preparing the business case has demonstrated that the views and impact on protected groups has been taken into consideration and directly informed the proposals as outlined above. As such a full EIA is not required at this time. This will be reviewed following the completion of the public open space statutory consultation.

### 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.

<b>Screening completed by:</b>
Name: Jamie Rewbridge
Job title: Strategic manager
Date: 18 Nov 2020
<b>Approval by Head of Service:</b>
Name: Tracey McNulty
Position: Head of Service
Date: 10/01/21

Please return the completed form to [accesstoservices@swansea.gov.uk](mailto:accesstoservices@swansea.gov.uk)

## Support

Response Number	City	Area	Comments
1	Bridgend		This project will see an influx of visitors to swansea to use the facilities. Swansea will undoubtedly also be featured in various skate and BMX magazines which will hopefully bring back welsh skateboarding to its roots; the mumbles.
2	Carmarthenshire	Carmarthen	Swansea needs a better skatepark than victoria and the mini ramp
Page 317 3	Castell-Nedd		<p>This is a step in the right direction for helping provide a facility for inter generational youths, and to help support the already thriving wheeled extreme sports scene in Swansea.</p> <p>Where, in an age where every child has a skateboard/BMX/Scooter growing up - but with very limited places or abilities to go and practice your given sports - it has put many at a disadvantage from growing in their abilities or sport (where it's a kindred to a goldfish and it's habitat - it will grow to how big it's environment is and what's within it to nourish its growth).</p> <p>This skatepark would be more than welcomed by the people of Neath as our options are vastly limited with no sight of NPTCBC looking to build one - which would secure the USP and inter tourism in South Wales, by introducing a world class quality skatepark (just through the use of materials aka Spray Concrete).</p> <p>Skateparks help build character but also provide a hub for community - and with the strong and supportive/hands on community in Swansea: you would be enabling people to get access to facilities that can't afford the indoor facilities, where it would show signs that Swansea council is representative of its constituents and their requests and requirements to support such an environment.</p>
4	Hindhead		Please allow the land to be used for the development and expansion of the sure to skateboarding facilities.

Response Number	City	Area	Comments
5	Kidwelly		<p>I believe that this development is vital to provide an essential update to open access wheeled action sports facilities in the Swansea area. As an individual who works in and around Swansea bay and frequently visits the area, the development at Llwynderw Ramp in Black Pill will provide a lasting asset to the community locally and attract visitors and users like myself from further afield to enjoy this cutting edge offering. Let's put a lasting feature which will stand the test of time for years to come.</p>
<p style="text-align: center;">Page 318 6</p>	Leicester		<p>Although not a resident of Swansea I wanted to show my support for the project. My mum was born in Swansea and as a child I spent many a holiday around The Mumbles. As I got older I gravitated towards BMX and skateboarding and was always happy when in and around Swansea as there was a real history of the sports there.</p> <p>I don't want to underestimate what being involved in BMX did for me; in short kept me out of trouble. Generally the sports are aligned with the more positive aspects of life- something our youth need more of these days.</p> <p>Swansea and The Mumbles have the opportunity to continue a proud history of skateboarding and BMX should this park go ahead. But more than that it would be a signal to all that Swansea and The Mumbles values youth and the opportunities that should be afforded to them. And the facility proposed would send that signal world wide.</p> <p>I have kids myself now. I would love to be able to bring them to Mumbles, enjoy the park and share all the wonderful memories I have. I was in Mumbles in February this year and it was great to see the life in the area. The park would only add to this.</p> <p>Sadly my Mum is no longer with us - if she was she would whole heartedly back the park. If only for the reason of knowing how much BMX and skateboarding meant to my life as a young man and to this very day.</p> <p>Please do the right thing. Thank you.</p>

Response Number	City	Area	Comments
7	Llanelli		With the single ramp that currently resides in the area being as popular as it is ( any Sunny Saturday will show you) the expansion in this area would prove extremely beneficial to the local tourism and economy
8	London		No objection. Let's get it done. Finally
9	Swansea	Murton	I fully support the skate park
10	Neath		I support this application. The proposed development retains it as an outdoor activity area so there is no loss of open space and instead an increased usage of that space.
11	Neath		I wish NPT council would consider a similar investment... Main stream sports such as rugby and football are catered for all over Wales. BMX is a sport and welcoming community for all ages and venues for free access for all to use is a benefit for all locally and will also bring in tourists to the area.... please build
12	Neath	Neath	We really need this skate park. It will really boost the area
Page 319 13	Newport	Caerleon	I believe this skatepark would generate a great deal of enthusiasm and community for those living in the area and further.  Given the development and plans go as planned, the park design has already gained a lot of attention and interest due to its unique design and nothing along the South Wales coast has the same.
14	Nottingham	West Bridgford	I fully support the application for the Council to dispose of open space for the Llwynderw skateboard site. Although I live in Nottingham, I was born and raised in Swansea. My father opened the first ever skateboard park in Wales in Gorseinon in 1977. I visit Swansea every couple of weeks to see my family, bringing my 8 year old son who skates at all of the local skateboard sites. He usually skates in Nottingham with Alex Halford from Team GB. The Llwynderw site will encourage visitors to the area, and would be an ideal fitness venue for children, youths and adults. There is a tremendous spirit and ethos involved in skating, with older boarders acting as positive mentors to youngsters. Skating provides a positive outlet for many people, in terms of promoting physical and mental health. At this time of high youth unemployment and overweight children, this is the right thing to do for the citizens of Swansea.

Response Number	City	Area	Comments
15	Pontardawe	Ynysmeudwy	I fully support the transfer of land, to enable the proposed skate park. It will be useful for the residents of the Swansea valley via route 43 cycleway and the seafront cycle way. I think the location is perfect and will be an asset to the city. well done to all involved.
16	Shoreham-By-Sea		I grew up skating this ramp and can tell you that only positive things will come to the people who use it. Lets get things moving and get it built so the cities inhabitants finally get a free to use skate park that it deserves.
17	Swansea	Blaenymaes	I would like to show my support for the llwynderw site to be made into a new skate park as proposed by Mumbles Skatepark Association. The importance of this new development within the skate community in Swansea is immense, not only providing a wonderful outdoor space for people currently involved in the sport, but also entice others to get involved in this community. It would be beneficial to so many people, adults and children alike, not only for excercise but for social reasons, too.
18	Swansea		I absolutely support this project to build a new skatepark on the land proposed. Swansea has been desperate for something like this for years and that's a great location for it and this is something that will benefit an ever growing group giving them space to enjoy themselves and grow.
19	Swansea		We need this skatepark

Response Number	City	Area	Comments
20	Swansea	Mumbles	<p>Having worked in both tourism and health, I find it difficult to not see the benefits of the skatepark. The position is on a piece of land on our beautiful seafront, which is walked along by tourists throughout the year. If as a tourist you see something a little different that entertains you, it will add to your experience of the area, this I know skateboarding dose to people who have not experienced it before. The location is also ideal as it is easily accessible from all parts of the city, it is therefore not exclusively for one area and can be enjoyed by a larger number of people.</p> <p>With regards to health, obesity is a massive problem within our city and country, anything that supports outdoor activity is, therefore, a valuable asset to the city. This is without taking on board the benefits that activities like skateboarding, surfing or other sports have on mental health. The camaraderie you have from the people you share interests with can be all the support you need. Please do not underestimate the value of this.</p> <p>Skateboarding itself offers exercise, with a gateway into other arts, cultures and social groups, it levels you all to be living in the moment, you don't want to be thinking of your troubles halfway through a run. To sum up, please build it, soon as I am getting older.</p> <p>Thanks Lee Thomas</p>
21	Swansea	Brynmill	<p>This is an absolutely fantastic project. It would be a great asset to the city, plus is great facility for people of all ages to use. And what and excellent location, upgrading the old ramp is brilliant! Let's hope you actually get behind this!</p>
22	Swansea		<p>I support the passing of land to mumbles community council.</p>
23	Swansea		<p>It would be fantastic to see this project finally delivered after overwhelming support over so many years. I believe most has been said in previous consultations, but now the added catastrophic effect of covid on our children's activity and socialising really does highlight how important these environments are for physical and mental development. I can't think of better news to give the children of our community, at a time they cannot see friends at christmas, that in just a few months time they could be looking forward to a brighter 2021 with this amazing outdoor facility on their doorstep. The perfect spot and the perfect timing.</p>
24	Swansea	Langland	<p>I am strongly in support of the transfer which would allow the skatepark to go ahead. It will be a fantastic resource for the area.</p>
25	Swansea	Newton	<p>I support this proposal. It will provide a much needed facility for the enjoyment and well-being of young people.</p>



Response Number	City	Area	Comments
26	Swansea	Dunvant	A fantastic development which is decades overdue. This is in the perfect spot to cycle to and enjoy the seafront. Can't wait to skate here with my son!
27	Swansea	West Cross	Well done for passing the application for a skate park in Mumbles. It is so important to keep the youngsters busy, active and having fun. This is going to be such a big attraction to Mumbles. Fantastic news.
28	Swansea	Mumbles	Good afternoon,  I'm just writing to say i fully support the passing of the land of the Llwynderw Site to the Mumbles Community Council, enabling the build of the skatepark. I really hope the right thing is done and they can get working on the project as soon as possible.  Many thanks Naomi
29	Swansea	Blackpill	I fully support the skate park development
30	Swansea	Mayals	As a family we are longing for this much needed facility which is going to provide our 11 year old son, who already enjoys skateboarding, with years of healthy, outdoor activity. A much needed and anticipated asset to Swansea at long last.

Response Number	City	Area	Comments
31	Swansea		<p>The provision of these facilities at the sea front site is ideal for an area which doesn't currently have any facilities of this nature or any other facilities beyond parks.</p> <p>The users of the existing skate ramp access via the foreshore path which is consistent with the other excellent work that is currently being done to increase the Active Travel links, thereby reducing car movements. There is also a large parking facility at Black Pill which is in close proximity to the site and wouldn't require any further facilities to be provided.</p> <p>Having visited the similar facility in Haverfordwest and seen how well used it is by different age people and different times of day, I am convinced the Llwynderw facility will be as popular.</p> <p>Such facilities enable children to take risks in a safe and supervised environment, something which occurs less and less in every day life.</p> <p>I fully endorse the provision of the skate park at this location (as do a number of people i have spoken to) as they address the need for additional local facilities rather than trying to build a larger facility to attract people from outside of town.</p> <p>In summary i hope that negative comments from a small number of locals, particularly those who have no interest in the use of the ramp do not deter the council from building the facility, as such complaints will always be present wherever the skate ramp is proposed.</p>
32	Swansea	Mayals	Really looking forward to using the ramp park with my daughter. It will be such an improvement in the facilities for young people.
33	Swansea		Please put the skatepark here as soon as you can. We will use it several times a week
34	Swansea	Fforestfach	Please can you get this moving,
35	Swansea		I fully support this, "grant of a lease of such land to Mumbles Community Council to expand, improve and continue the provision of wheeled sports facilities"
36	Swansea		fantastic idea can't encourage enough
37	Swansea		<p>It is great to see public space being developed to encourage positive outdoor activities that are in this coming years Olympic Games.</p> <p>I think this shows a very positive attitude and appreciation of the needs and aspirations of many young people.</p> <p>I commend the initiative to provide such facilities</p>

Response Number	City	Area	Comments
38	Swansea	West Cross	Pass the land to Mumbles Council please.
39	Swansea		<p>Please do the young people of swansea and older generations of athletes a massive service by allowing this land to be passed along and used to develop an area in which we can all practice our chosen disciplines, away from crowded public areas and busy shopping centres.</p> <p>Every city should have a world class concrete skatepark in order for the population to truly be diversified.</p>
40	Swansea	Sketty	Having an actual skatepark in this area would be a much much better use of space as it allows people to have a safe and more controlled environment to learn in as well as it would be a great addition to the Swansea/Mumbles area. This would benefit the skate community hugely as well as allowing people to learn in a lovely space.
41	Swansea	Sketty	Pass the land to mumbles council for the skate park. This skate park will be an amazing addition to the mumbles area.
42	Swansea	Brynmill	Can't wait for this, been a longtime coming, finally an outdoor facility worthy of the twentieth century.
43	Swansea	Killay	This is so important for Swansea. A much needs restoration with really exciting plans going forward and as everyone who grew up skateboarding in Swansea knows, skateparks can be a vital and positive space for creativity and community between people of all backgrounds. Can't wait :—)
44	Swansea	Penllergaer	Please release the land. A skatepark for Swansea would be very positive. Talk to any other city/town that have done the same. It's brilliant for all the younger and older skaters.
45	Swansea	Uplands	I believe this presents a great opportunity for the community and a new skatepark will be a welcome addition to the area.
46	Swansea		Please give us a new skate park
47	Swansea	Uplands	I support leasing the land to Mumbles Community Council in order for the proposed skate park to go ahead. Developing the skate park would be fantastic for local skaters, skateboarders and bmxers to use. It will also be worthwhile in attracting participants and spectators from outside our area and improve the local economy, and the health and well-being of those who visit.

Response Number	City	Area	Comments
48	Swansea	West Cross	<p>I feel this skatepark is long overdue.</p> <p>As a resident of the area for the past 40 years I remember the struggle as a teenager to achieve something similar to be built in the area.</p> <p>It's very sad that all these years later the same struggle remains in place.</p> <p>The public of swansea young and old need this to built so we can all enjoy a healthy future together.</p> <p>Please make this happen so that we and future generations can enjoy a space that offers a chance to maintain a fit and healthy lifestyle.</p>
49	Swansea	Mayals	<p>I fully support this development, it will be a real asset to the local area and Swansea in general. While I will be too old to use the skatepark myself I hope that it will be there for my grandchildren to enjoy.</p>
50	Swansea		<p>This skate park is essential to our youth and the general community, it promotes an active lifestyle, social bonding and something for the kids to actually do!!</p> <p>Couldn't recommend this more, I'm surprised this has taken this long to go through!</p> <p>The benefits of this is far greater than any opposition (I can't actually think of any).</p> <p>Needs to happen yesterday</p>
51	Swansea	Dunvant	<p>Hi there,</p> <p>I understand a decision is to be made regarding the lease of land for the Mumbles skate park.</p> <p>I'd like to express my support for the skate park process to continue.</p> <p>I believe the need for the skate park facility has already been established, so I feel reiterating the necessity for the park would be fruitless as the issue is with the lease of the land.</p> <p>So finally, I whole heartedly believe Children, young people and adults of Swansea need this outdoor facility.</p> <p>I understand a consultation must first take place, before the decision is being made? What does this consultation involve?</p>

Response Number	City	Area	Comments
52	Swansea	Bishopston	I fully support the proposal to grant a lease to Mumbles Community Council in order to expand, improve and continue sporting provision. I am a 45 year who has never skateboarded in my life. I do however take advantage of the many resources and facilities that Swansea has to offer and I can see the tremendous benefit of providing an improved skating facility for all to enjoy. The benefits to individuals from this project will be huge. It will be a place where people can take part in exercise and strengthen relationships within our community of Swansea. This will have a positive impact on the mental health of users as well as their physical health. This is a forward thinking project that deserves the green light.
53	Swansea		<p>This is a great idea and much needed to improve the seafront and give youngsters a facility fit for purpose.</p> <p>Skating is great for getting children active outdoors. The current facility is not fit for purpose, it is much too small and outdated.</p> <p>As a nearby resident, I have no objection and fully support the project. My children and many of their friends will be some of the first to benefit from the new facility.</p>
54	Swansea	Pennard	This space is perfect for a skatepark and will be a great asset to the community and fun for all ages
55	Swansea	Southgate	I think the location fo the skate ramp is perfect. Easy access for skaters and families to drop in along the prom and in an open position for the enjoyment of all. Noise should not be an issue as it's next to the Mumbles Road and it will be a real asset for the city and a great addition to the activities along the seafront. Please proceed with planning before a whole generation of kids miss out. Nils
56	Swansea	Dunvant	I think it's stupid if this area isn't built for the youth. It's needed unbelievable amounts. Skaters in Swansea don't have enough free space to use, resulting in being kicked out of public areas and treated like criminals.
57	swansea	parkmill	I totally agree with the Council's proposal to dispose of the land to Mumbles Community Council to develop and expand the current skate ramp. I skate and this is well overdue
58	swansea	parkmill	I totally agree with the Council's proposal to dispose of the land to Mumbles Community Council to develop and expand the current skate ramp. I skate and this is well overdue

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59	swansea	parkmill	I totally agree with the Council's proposal to dispose of the land to Mumbles Community Council to develop and expand the current skate ramp. I skate and this is well overdue
60	swansea	parkmill	This is such a fantastic development for the children and young people of Swansea and so I absolutely agree with the proposal to dispose of the land to Mumbles Community Council to develop and expand wheel based activities. SO LONG OVERDUE but great that it is finally happening.
61	Swansea	Sketty	I'm glad to see this much talked about development take another step forward. There are very few of these type of facilities in the Swansea area, which can lead to other places being used, such as the steps and seating areas in Castle Square, which borders on anti-social behaviour.
62	Swansea		I fully support this, the skatepark is a fantastic idea that's been needed in this area since the late 70's.
63	Swansea		Would be a great addition to the current set-up. Victoria park skate park was a god-send to us and many others and still is. Would be brilliant.
Page 327 64	Swansea	Sketty	I fully support the council in this final step to getting a state of the art skatepark on Swansea seafront at the site of the current ramp. This long needed and highly anticipated improvement to Swansea's skateboarding and leisure facilities needs to happen. It will be a very welcome addition to Swansea Bay and will have an extremely positive effect on the youth of the area and beyond. The healthy, rewarding, demanding and creative activities associated with a skate park are widely known for all their benefits. Everything is in place to make this project happen so please release the land and give the community the facility they have long been asking for. This skatepark will be a facility we can all be proud of and enjoy for years to come. Thank you and my family and myself look forward to using Mumbles great new skatepark in 2021.
65	Swansea	Bishopston	I fully support the development of a skate park, it is just what mumbles and the sounding villages need. My whole family will make use of this facility and can't wait for it to be built.  Encouraging kids and adults to participate in healthy sports like skateboarding, scooters, and BMX is vital for a healthy generations both in body and mind.
66	Swansea		I strongly support this upgrade of a much loved facility, it will give young people of Swansea a much needed focus and healthy social activity. Please proceed without delay!



Response Number	City	Area	Comments
67	Swansea	West Cross	I am in full support of this skatepark development. The area needs this improvement. The current ramp is very well used, but in such disrepair and is really not fit for purpose. The people that use it, make the best of it because there is really no other outdoor ramps in the area. Sports have moved on, and skateboarding is now recognised as a rewarding physical activity. Skating is for people of all ages, and is great for not only health and fitness, but also mental health.
68	Swansea	Fforestfach	Please can this be moved on , this a fantastic opportunity to supply the people of the city with an outstanding facility which is long overdue 🙌 🙌
69	Swansea	Mansfield	The lease should definitely be granted so that Mumbles community council can finally move ahead to provide this much needed facility for the community. The facility will be well used and provide a needed outdoor space for people of all ages to use for fitness and well being purposes.
70	Swansea	Uplands	Please do no underestimate how important this would be for the young people of the city, it would be such an amazing facility and opportunity to get kids active and building a sense of community.
71	Swansea	Mount pleasant	Swansea needs this. Young people have fewer and fewer things to do and places to go. We need to provide healthy and positive activities and environments for them. I whole heartedly support the skate park.
72	Swansea		I think this will be a fantastic facility for the community and should definitely be built. It would enhance the area rather than detract from it and we should be encouraging children to get outside and enjoy the fresh air.
73	Swansea	Killay	I see no issues with using this space for the proposed skate park. I believe it would be a great addition to Swansea, encouraging culture, diversity and provide a social and safe outdoors environment for young persons and adults to gain exercise, which is something that is all so necessary in the current climate. I also think that having a skatepark at the proposed site will positively add to the landscape of the mumbles seafront
74	Swansea	Sketty	This is an excellent idea and great use of public space.  I fully support this idea

Response Number	City	Area	Comments
75	Swansea	Mumbles	I strongly agree with the skate park development. It is particularly needed for the well-being of young local kids., as facilities in mumbles for young people are not great. The area at llwynderw is perfect for this development particularly with the existing ramp already in place. Since being built this rank has been extremely well used.
76	Swansea	Langland	I support the disposal of this land for the use of the proposed skateboard. I believe the skatepark will be an asset of lasting value to the local community and its young people. It is a rare opportunity to provide land for a new sporting and recreational development and should be grasped with both hands.
77	Swansea		I strongly support the disposal, and look forward to the new skatepark.
78	Swansea		So many of us have been wanting this skate park for life, it's an escape, a passion and something to do for so many of us. Please build this skate park and it will be appreciate it completely.
Page 329 79	Swansea	Mumbles	I fully support this new use of the land. Such facilities are a rarity around here and this site is perfect for such a use. In a time when we all need space to be able to be active safely then this is ideal, the mental health benefits to outdoors exercise is immeasurable and the chance to develop sports that are chronically under funded and supported is massive. With board sports making their way to the Olympics now we could see the benefit of such a good use of frankly under used space. Access concerns need to moderated with the knowledge of the intended 'wheeled sports', in order to use the facilities you need to be able to be mobile, on wheels, therefore it stands to reason you would 'wheel' yourself there on said board/bike/skates/scooter/chair. In combination with the amazing work that Surfability do and the national media attention that they have garnered then this would be a prime opportunity to keep the focus on Swansea, and promote its outdoor facilities on a national scale attracting more tourism to the area in a time when many local businesses are struggling. This could help to form the jewel in the crown. Please approve this in order to support the well being of all local people.

Response Number	City	Area	Comments
80	Swansea	Mumbles	<p>I fully support this new use of the land. Such facilities are a rarity around here and this site is perfect for such a use. In a time when we all need space to be able to be active safely then this is ideal, the mental health benefits to outdoors exercise is immeasurable and the chance to develop sports that are chronically under funded and supported is massive. With board sports making their way to the Olympics now we could see the benefit of such a good use of frankly under used space.</p> <p>Access concerns need to be moderated with the knowledge of the intended 'wheeled sports', in order to use the facilities you need to be able to be mobile, on wheels, therefore it stands to reason you would 'wheel' yourself there on said board/bike/skates/scooter/chair.</p> <p>In combination with the amazing work that Surfability do and the national media attention that they have garnered then this would be a prime opportunity to keep the focus on Swansea, and promote its outdoor facilities on a national scale attracting more tourism to the area in a time when many local businesses are struggling. This could help to form the jewel in the crown.</p> <p>Please approve this in order to support the well being of all local people.</p>
81	Swansea		Excellent idea.
82	Swansea	Mumbles	Wholeheartedly support this development and the land lease to MCC. The skatepark will be a fantastic asset for the community. Well done all involved!
83	Swansea		I approve of the proposition to dispose of the open space land to mumbles community council, though the council is disposing of the land to the Community council it will be used for public use. A beneficial project for all ages, and bring a new/ expanded dynamic to Swansea front and likely to attract tourist etc.
84	Swansea	Uplands	<p>This is a wonderful use of the land and project that will bring a vibrant community together and enable them to hone their craft.</p> <p>An excellent decision.</p>

Response Number	City	Area	Comments
85	Swansea	Birchgrove	<p>To all concerned,</p> <p>I fully back the proposal to dispose of the land known as west cross skate park, in a lease to mumbles community council, so that they may enhance the sites skateboarding facilities.</p> <p>While I'm not a skateboarder I do believe the enhancement of the skatepark will bring both a welcome place for the skateboarding community of Swansea and bring in visitors from other parts of the UK, possibly even the world. Which would be great for Swansea City's tourism.</p> <p>Also skateboarding is a hobby which keeps people active which can only be seen as a positive step for the community.</p> <p>Yours sincerely</p> <p>Dave Tanti</p>
86	Swansea	Swansea	The leasing of this land to Mumbles Community council would be a brilliant imitative and very forward thinking by the council. A brilliant opportunity.
87	Swansea	Sketty	I feel that this needs to go ahead. There is very little on offer for your children to play safely especially those with mobility issues. The future plans for this site will mean those with mobility issues will be able to take part and not feel excluded and left behind due to the lack of facilities.
88	Swansea	Uplands	This skatepark would be an absolutely fantastic addition to the local area. This park will firstly look infinitely better than the old metal ramp there at the moment, and secondly it will provide a safe place for people of all ages to enjoy skating, scootering, or BMX.
89	Swansea		<p>Please put this through. The skatepark is needed as soon as possible.</p> <p>It supports well-being goals from The Well-being of Future Generations Act such as Healthier Wales by increasing physical activity and Sustainable Wales by making it more attractive to use wheels transport along the cycle track rather than cars to get to leisure opportunities.</p>

Response Number	City	Area	Comments
90	Swansea		I think that the use of the site as a the proposed skate park is a great idea. It is already used as a skate ramp and this will improve the area and provide a great area for recreation and sport especially for children. The area has been deemed the best site by an independent report and is clearly well suited as the skate ramp is already in situ. It's location will not affect the existing traffic flow in the the area, parking is available at blackpill and it's location makes it easily accessible via skateboard, bike or foot. I wholeheartedly support.
91	Swansea		I agree. This would be great for the children and young adults to use.
92	Swansea	Mayals	I fully support this proposal. The creation of this facility will be a huge benefit to those who participated in wheeled sports in the Swansea area. It will not only encourage more individuals to lead a healthier lifestyle but will give them a bespoke facility to allow them to safely participate in their sport.
Page 332 93	Swansea	Sketty Park	<p>I would like to comment on the importance of this new facility being made.</p> <p>The olympics now hosts events in extreme sports. Swansea's facilities at the current time, fall extremely short of the quality required for competitor growth into an olympic level. I do realise and acknowledge the fact that James Jones (GB BMX Rider) has made it to the National Team, but he has been able to travel all over the UK in his progression. With this in mind, I'm in no doubt that new facilities would breed a new level of riding amongst aspiring BMX riders, with James as their inspiration!</p> <p>Also, I know there has been some opposition to the proposed facility. This is dumb founded opposition and comes from uneducated minds. If you look all over the world (with France as an example here), crime rates are proven to be lower in areas with high quality sporting facilities. The health of the youth in these areas is vastly better and social respect is higher.</p> <p>In regards to tourism, I personally believe that it will be an extra selling point for Swansea Council to add to their tourism campaigns. With a great sporting facility, right on the edge of the bay with the second largest tidal range in the world, unspoilt views overlooking the South Wales coastline, this could be an incredible attraction for extreme sports enthusiasts coming to the Gower Peninsula!</p>

Response Number	City	Area	Comments
94	Swansea		I really think this would be so beneficial to Swansea, a free accessible space for physical activity, great for all generations and would promote health and wellbeing.
95	Swansea		The use of this land as a skatepark is a fantastic idea. It is exactly what Swansea needs in terms of supporting the health and well-being of residents. The positive impact it will have on the community will be huge, aiding poverty prevention as well as keeping kids/adults active.
96	Swansea	Sketty	Fully support the development of this land into a skate park. It's been crying out for investment to improve the sad old ramp there and provide a much needed space for old and young alike to enjoy. The location is of historic importance to the skate culture that has flourished in our city and we should be dedicated to regenerating it into its full potential. No better location and it's about time this was FINALLY given the full go ahead - enough hoops have been jumped through by the passionate people wanting to see this through!
Page 333 97	Swansea	Langland	Hello, I run a local business which is involved in Surf and Skate and I feel strongly this is a Must for Swansea to get this project done. Swansea has been promoting all around the UK its amazing location about surfing and well being. Skateboarding is falling in this category and it will appeal also to the same demography. Skateboarding is a healthy sport which cross over generations and it is very highly sociable. It will be in the next Olympic along side Surfing. The old stereotypes of those sports need to be forgotten. Skateboarding is a skilful and great way to keep fit. I hope the decision makers will look into the future and this great opportunity to put the front of Swansea bay on the map for all the good reason. Thanks. Gi @WestfrenchLtd
98	Swansea	Sketty	Perfect place for skate park and it will be used for generations to come.
99	Swansea	Sketty	This skatepark would mean the world to me and my autistic brother, we both love skateboarding and it's the only form of exercise he feels comfortable doing. What is there at the moment isn't good enough and the site is perfect for where he lives. This would be perfect for the skateboarding community and both young and old people who have always wanted to get into it. We already know the site is a great place because the mini works perfectly there. Please get this signed over to Mumbles community council ASAP as this needs to be done before summer, we've waited long enough.



Response Number	City	Area	Comments
			Thank you.
100	Swansea		Fully support this development of this site for the stated purpose, will provide a much needed facility for many people.
101	Swansea		This will be hugely beneficial for me he whole community and such a positive thing to do on the promenade it should definitely go ahead and is long overdue for Swansea 🇬🇧
102	Swansea	Sketty	I lend my support to this fantastic scheme to help bring a wonderful facility for all ages.
103	Swansea	Pontarddulais	I fully support this application to provide a long term lease to use this land for a skate park. Skating is as woven into Swansea's heritage as Surfing, although many would not appreciate this. This would be an incredible addition to the seafront, attracting children, families, young adults and adults in healthy, outdoor exercise. I have witnessed the sense of identity and community in other such facilities (Bordeaux, London to name a few) that occupy prime sites in the heart of the city. There is such a positive ethos within the skating community, with young adults teaching young children, and it builds self esteem and a sense of belonging that is rare to find these days. If you want obese directionless children, then on your conscience be it.
104	Swansea	Dunvant	I think the new skate park is a great idea and would be a perfect addition to Mumbles seafront.
105	Swansea	Bishopston	I am completely in favour of this proposal. I think it would massively benefit our younger generation and having regularly taken my children down to Haverfordwest to use the skate facilities there would welcome an improved skatepark in Llynderrw.
106	Swansea	Gowerton	We need a skate park in mumbles, it will bring in tourism and make the council money in the long run! Without getting onto offering a fantastic facility to the kids, come on swansea.
107	Swansea	Dunvant	I support the proposal of the skate park

Response Number	City	Area	Comments
108	Swansea	Mumbles	A purpose built skatepark on the Swansea Bay seafront would be a huge boost for the city. Not just for tourism, but for people's wellbeing, mental health and fitness. A free to use facility on the promenade would be a fantastic family space for all ages. What are we waiting for???
109	Swansea	Mout pleasant	I fully support this plan. It would be very beneficial to all Swansea residents.
110	Swansea	Gowerton	This is a great plan and will be a brilliant facility for the city
111	Swansea	Cockett	I fully support this transfer to facilitate the proposed skatepark development, which is long overdue. It will benefit hundreds and thousands of locals in the future.
112	Swansea	Gendros	Let's move forward with as quick as possible - the kids really need this
113	Swansea	Uplands	Support your local creative skills and arts, skateboarding is important to culture and arts aswell as an outlet for youths as apposed to the city center
114	Swansea	Sketty	I thoroughly approve of these plans. It will provide a great space for our children to learn, improve their skills and build confidence.
115	Swansea	Mumbles	Fully support this development. Good to see SCC promoting outdoor sporting facilities.
116	Swansea	Gendros	I fully support the land being leased to Mumbles Community Council for the expansion of the skate park.
117	Swansea		As a resident of West Cross, I fully support this proposal.  We should be making the most of the outdoor spaces to encourage wellbeing and fitness activities, and celebrating and profiling our great coastal location.  It sends the wrong message to the community, if the council allows the construction / running of extravagant individual properties/ developments, within the surrounding areas, but then denies the local residents of communal spaces/developments which will benefit many.
118	Swansea		Fully support the proposed disposal. This exciting upgrade to the existing skate facilities will vastly improve the area.

Response Number	City	Area	Comments
119	Swansea	Sketty	<p>Would be amazing for the community and the future generation to get active and away from the streets. Skateparks help with mental and physical health. Perfect location due to it being an attraction for the city and for access from town to the ends of gower. The pandemic has highlighted the lack of help for mental health and these facilitates influence the improvement of this, kids and adults will have a place to go and people can feel connected in a space.</p> <p>Bristol, cardiff and other major cities have a funded, effective outdoor skateparks that are made with great quality Money hasn't be pushed correctly into skateparks like Victoria park and others in the swansea area. These cities have managed to get funding and planning and in hand of this have made a community that puts money back into the city with events.</p>
120	Swansea	Norton	100% behind the skatepark, let's make it happen Swansea Council. No more delays, young people need this more than ever. Thank you.
Page 336 121	Swansea	West Cross	<p>This has to happen and as soon as possible. It's taken too long already. The kids need a facility like this and Swansea is way behind a lot of other cities. There is a massive skate scene in Swansea and they deserve a top class facility like this. Perfect location as people can cycle there or catch a bus. Great benefits for mental health and fitness.</p> <p>This has to happen.</p> <p>Regards, Mark Williams</p>
122	Swansea		The ramp at west cross is dangerous. The bottom floor panels are rising as the foundation has been destroyed by age. There is no reason to not give the land to mumbles council as a skatepark is such a positive for a community. Look at Haverfordwest for instance. It's policed by the public that use it and doesn't draw anti social attention. It does the opposite by giving hyper Children that could be lead astray something to put there mind and energy on. It's a positive thing.
123	Swansea	Pentrechwyth	I fully support the proposal for a state of the art skatepark on this area.

Response Number	City	Area	Comments
124	Swansea		This is something that has been needed for a very long time, swanssa is majorly behind other welsh cities/ towns, hopefully more good quality developments like this will happen once the success of this is seen.
125	Swansea	Cymmer	This will be beneficial to the area bring more tourism and its a facility that needs to be updated in the area as Swansea is behind when it comes to skateparks
126	Swansea	Morrison	I think the new skatepark is a great idea. My son would definitely use this as there is a local one here for him to go to.
127	swansea	Mumbles	I fully support this.
128	Swansea	Sketty	I fully support this  The new skatepark will give us something modern and safe to skate on land that is already used for skating, so no change in usage.  Passing the land to MCC will make the new park a reality
129	Swansea	Sketty	Yes, Yes, Yes!  The plans for the new skatepark are amazing and will be great for kids of all ages and abilities.
130	Swansea	Sketty	I wholeheartedly support this. the land is currently a rusty mini ramp and a 40 year old piece of tarmac. Replace it with a new skatepark which will be an asset to the community and something Swansea can be proud of.
131	Swansea	Sketty	Swansea is long overdue a modern, fit for purpose facility and the site and plans support an open, family friendly, accessible site for all to enjoy. The plans have been designed not to impact on existing green space and the redevelopment will be a real asset to the community
132	Swansea	Westcross	The Council should lease the land to the Community.The kids,and others,need this facility.Swansea needs to get up to speed with projects that benefit residents!!
133	Swansea	Manselton	The current facility at that location desperately needs renewal, it's frankly dangerous as it stands. It's about time Swansea council give something back to the community and fixes up this location

Response Number	City	Area	Comments
134	swansea	norton	please get this land transfer sorted and the building work underway, we are long overdue this skatepark!
135	Swansea		I fully support the re-development of the skate park to make this a fit for purpose skate facility to support the local area.
136	Swansea	Mayals	I fully support the proposal to lease the land to MCC. The results would be massively beneficial to the community as it is currently not being used for anything worthwhile as the single ramp that occupies the space as of now is in terrible shape.
137	Swansea	Newton	I am writing to express my support for this proposal. The skatepark will enhance the area bringing much needed facilities for young people and supporting their mental health and wellbeing which is particularly important post COVID.
138	Swansea		This proposal is a wonderful idea and will provide huge benefit to the local population. I applaud those persons who are taking it forward and look forward to seeing it happen.
Page 39 338	Swansea		Fully agree with the proposal, I just wish the council would stop dragging its feet and allow this skate park to be built.
140	Swansea		I think this is a great project that needs the full support of Swansea Council.  I used to skate there a lot in my youth and I think it's an incredibly important proposal that will help kids (and adults) of all ages get out, socialise and stay healthy. Especially as there is a large move at the moment to help reduce obesity in the general population and projects like this are vital for this to happen
141	Swansea	Mumbles	I think that the skatepark facility is well over due The proposed site is suitable The youth deserve something like this and it will no doubt be a positive attribute to the surrounding area and further afeild

Response Number	City	Area	Comments
142	Swansea		<p>Fully support.</p> <p>This is vital to both mumbles and Swansea. It will boost health and well.being.</p> <p>There is no visual damage, it will improve the site.</p> <p>There is no other options , and as a hotelier we believe this will be a major tourist attraction</p> <p>Adam</p>
143	Swansea	Mumbles	I fully support this initiative and believe the skatepark should be built as a matter of urgency.
Page 44 339	Swansea	Mumbles	<p>I would like to register my support for this to go ahead.</p> <p>The development of this area into a properly designed and delivered skatepark can only be a good thing for the area and one which is sadly overdue.</p> <p>The current facility is sadly lacking and we should surely be encouraging the use of outdoor space and exercise, particularly in the demographic most likely to use the proposed development.</p> <p>It would reflect well on the city in my opinion and is one the better proposals seen in recent years.</p>
145	swansea	west cross	Looking forward to it finally getting built. Long awaited and needed.
146	Swansea		<p>Fully support this young people in the area need additional facilities for a siding skating city this is lacking and has been for some time</p> <p>Young people need opportunities for free physical activity not just for there physical health but also for their mental health</p>
147	Swansea		100 percent you should just give them all the land they want for public projects like this. I vote Labour so things like this don't get stopped by rich people and they mates. Please please please just do the right thing.
148	Swansea		I fully support the proposal for Swansea Council to lease the land to Mumbles Community Council for the expansion, improvement and continuation of wheeled sports facility development in the Llwynderw site East of West Cross,



## Object

Response Number	City	Area	Comments
<p style="text-align: center;">Page 340 149</p>	<p style="text-align: center;">Swansea</p>	<p style="text-align: center;">Caswell</p>	<p>We very very strongly object to Swansea Council disposing of this and any open green space on Swansea Foreshore .</p> <p>1.It is not a surplus asset to swansea residents because it is a huge piece green asset admired for its beauty when people either walk along the promenade or drive along Mumbles Road.Turning it into a concrete skate park is shameful. To say it is underused is surely wrong in law. The old Golf Course /FootGolf on the foreshores unused -turn part of that into a Skate Park paid for by the City ,not Mumbles community tax payers.</p> <p>2. An existing park is the place for a skate park, not turning part of this land into a light grey concrete one simply because there is a historically sited metal single skate ramp. Also including handover of a massive part of adjacent green land stretching towards Blackpill , is very suspicious totally unnecessary and outrageous.</p> <p>3. Caswell residents Association and many many Mumbles Community residents and Councillors are very unhappy that a huge amount of their community charge payments will be spent on this land to build something that will only serve a minority of mumbles community taxpayers. Furthermore, once the land is disposed of more money must be spent on cutting and maintaining a very vast area of grassland, emptying bins, cleaning tree maintenance hedge maintenance all of which we already pay the City Council to do.</p> <p>4.Never has a poll of mumbles community tax payer been taken by Mumbles Community Council to find out how many of those want their hard earned money spent in this way. It will be used by many people who have campaigned for it and don't even pay it for free.It brings nothing back into Mumbles because of where certain people want to site it enjoying and spoiling our green Swansea Bay foreshore.  <b>DISGUSTING. SWANSEA CONCIL MUST NOT DISPOSE OF FORESHORE LAND AND COMMUNITY PAY FOR A SKATE PARK. THE CITY COUNCI SHOULD PAY FOR ONE AND PUT IN A SWANSEA PARK.</b></p>

Response Number	City	Area	Comments
150	Swansea	St thomas	I think that mumbles sea frontbis not the place for a skate park. I think there might be a need for one but on the sea front would be a regretted
151	Swansea		<p>While I can understand the motives behind the Mumbles Community Council plan to develop the existing skateboarding facility at Llwyderw the artist's impression of the proposed facility suggests it will be very much out of sale for the site.</p> <p>Add to this the fact that there will be no drop-off point (let alone any car parking), no facilities (toilets, refreshments) apart from a water-fountain, the already-evident traffic congestion on Mumbles Road and the growing 'conflict of interest' between pedestrians and cyclists on the foreshore shared use path.</p> <p>Taking all these factors into consideration any talk of 'an international standard facility' that will draw visitors to Swansea is clearly a PR exaggeration as regards the Llywnderw site. If that is the sort of facility Swansea needs it should be built elsewhere and MCC should think of other ways of amusing local youngsters (and others).</p>

Response Number	City	Area	Comments
<p style="text-align: center;">Page 342 15</p>	<p style="text-align: center;">SWANSEA</p>		<p><b>SWANSEA DISPOSAL OF OPEN SPACE OBJECTION</b></p> <p>1.ANY location on the prom for a wheeled sports facility by anyone or handover of land lease to Mumbles Community Council is unacceptable to residents.</p> <p>2.It would ruin the green sweep of The bay which Swansea City Council has created over many years of work which Residents adore, and should be located at a place well away from any sea park site and green foreshore.</p> <p>3 The promenade has become massively busier in the 2 last years and used more and more by pedestrians joggers, disabled, scooters children families and fast and slow cyclists and also illegal motorised e scooters and bikes. The land train on the prom not in operation during pandemic is a critical safety consideration. Pedestrians have huge safety fears of increased wheeled prom traffic, as do lido children. Toilets drugs safeguarding lido children from predators are historically criminal issues at Blackpill.</p> <p>4.Immediately affected local Residents have been afraid and not been given voice to contest the powerful pressure group.</p> <p>5.Immediate local Residents want a skate park for youth but anywhere on the foreshore near the promenade foot and cycle path is too dangerous, and detracts from our enjoyment and quality of life. It is unnecessary to site a any concrete skatepark which would attract all ages from far and wide even more so because of the beauty of a seafront location</p> <p>6. It brings nothing to any local businesses and although a skatepark is much needed, a ‘free’ skate park paid for by local residents is being pushed ahead by people from outside the area with a commercial use interest day and night over nearby residents.</p> <p>7. Swansea Council must not give away or even consider themselves the green promenade for a permanent concrete skate park of any size it would be ruined forever , it’s beautiful as it is and would be spoilt if you do.</p>

Response Number	City	Area	Comments
153	Swansea		Inappropriate use of this land (Skate Park welcome, but not in this location). Potential loophole for development of the site when the 25 year lease expires.
154	Swansea		<p>This site is totally unsuitable. The site offers no facilities for parking or the access for emergency vehicles in the event of the inevitable accidents which will occur during these high risk activities. The distance to the nearest parking area will mean that parent will drop off children causing chaos in the busiest road within the district of Swansea.</p> <p>This land is an iconic site, the vista towards the bay and Mumbles headland is the property of ALL and should not be blighted by ANY development.</p> <p>What are the arrangements for the payment of maintenance and security? In these very difficult financial times it is not appropriate to burden ratepayers with additional costs.</p>

Response Number	City	Area	Comments
15	Swansea	West Cross	<p>I live adjacent to the Mumbles Road and the proposed site of the new Skate Park.</p> <p>Firstly, may I begin by saying that I applaud the decision of the Local Authority to provide new leisure facilities for young people and a Skate Park will certainly meet the needs of many. However, I cannot understand why this site has been selected for such a major development. Our seafront is beautiful and the envy of many. It should remain a place of beauty and not be overdeveloped. Much excellent work is undertaken by Swansea City Council to ensure that it remains well landscaped. Why would we want to build a large feature to deter from the views which people enjoy as they drive along?</p> <p>I am concerned that the proposed site, due to the nature of the activities happening there, if not screened off, will be a cause for traffic to slow down as motorists observe skating activity adjacent to an already slow moving road at certain points of the day.</p> <p>I am concerned that little thought has been given to parking and Llwynderw Drive and adjacent streets, a pleasant residential area, Residents will see a rise in the number of cars parking to enable parents to drop off users of the skate park. We already have a number of adult who park here when using the existing skate facility and this is likely to increase.</p> <p>I am concerned that there are no toilet facilities planned within the environs of the skate park. I have seen users of the existing skate park urinating in the adjacent trees as I have driven along the Mumbles Road. Surely this is not an acceptable welcome to tourists who are driving along to Oystermouth and beyond.</p> <p>I am concerned that the skate park will be an increasing draw for youths who will, from time to time, spend their evenings here unsupervised and drinking alcohol out of the gaze of adults. This is something I have reported to Police during the first Lockdown period.</p> <p>Please can consideration be given to moving this superb facility which is planned to a more appropriate site? Close to parking, close to toilet facilities and away from such a busy main road. The current thinking does not seem consistent with the usual care which our local councillors have given to retain the dignity of Swansea as a tourist attraction.</p>

Response Number	City	Area	Comments
156	UK Mainland		<p>I object to the proposed Skate Park in that location for 2 reasons.</p> <ol style="list-style-type: none"> <li data-bbox="562 363 2101 438">1. The prevalence of drug use/abuse and presence of County Lines in the neighbouring area, whereby those using the Skate Park would be easy soft targets for dealers, etc.</li> <li data-bbox="562 475 2168 619">2. Safe access to the site/parking. The area around there is already prone to heavy traffic, accidents, and bottlenecks. Public transport to that area is minimal, resulting in skateboarders being dropped off/picked up. Those on school runs with designated drop off points, rarely do so considerately, and I can't see how this location would be able to accommodate increased footfall/traffic.</li> </ol> <p>Overall, I believe there is merit in having a skate park, but not in that location, which I believe would be harmful and prejudicial to users and local residents alike. Safety and security are vital, to protect everyone's wellbeing.</p>



## Neutral

Response Number	City	Area	Comments
157	Swansea		Please confirm that no trees will be lost in this development. Thanks

# Agenda Item 8



## Report of the Chair

Scrutiny Programme Committee – 19 January 2021

### Membership of Scrutiny Panels and Working Groups

<b>Purpose:</b>	The Scrutiny Programme Committee is responsible for appointing members and conveners to the various Scrutiny Panels / Working Groups that are established. This report advises of relevant matters that need to be considered.
<b>Content:</b>	This report is provided to facilitate any changes that need to be made.
<b>Councillors are being asked to:</b>	<ul style="list-style-type: none"><li>• agree the membership of Panels and Working Groups reported, and any other changes necessary.</li></ul>
<b>Lead Councillor:</b>	Councillor Peter Black, Chair of the Scrutiny Programme Committee
<b>Lead Officer &amp; Report Author:</b>	Brij Madahar, Scrutiny Team Leader Tel: 01792 637257 E-mail: <a href="mailto:brij.madahar@swansea.gov.uk">brij.madahar@swansea.gov.uk</a>
<b>Legal Officer:</b>	Debbie Smith
<b>Finance Officer:</b>	Paul Cridland

#### 1. Introduction

- 1.1 In accordance with Council report 18 October 2012, when current scrutiny arrangements were agreed, the Scrutiny Programme Committee is responsible for appointing members and conveners to the various Scrutiny Panels / Working Groups that are established.

#### 2. Proposed Revision to Current Scrutiny Panel / Working Group Membership

- 2.1 Bus Services Scrutiny Working Group

ADD – Councillor June Burtonshaw

This will take the membership of the Working Group to 11.

### **3. Performance Panel Conveners**

- 3.1 In accordance with the Committee's wishes Performance Panels are confirming / appointing conveners at the first meeting of the municipal year, and then reporting to the Committee. The only Panel yet to meet in this municipal year is the Natural Environment Performance Panel. The Panel will confirm its convener for the 2020/21 municipal year in due course, and the outcome verbally reported to the Committee.

### **4. Guiding Principles**

- 4.1 When determining membership / conveners or agreeing any changes there are some key considerations for the Committee:
- It is necessary for more than one political group to be represented on each Panel / Working Group.
  - These bodies also need to be of a manageable size in terms of team working and effective questioning.
  - To ensure that all political groups have opportunities and are engaged.
  - Good scrutiny practice places emphasis on respect for minority party wishes around both chairing of such bodies and the work programme.
  - Being fair and balanced in the appointment of conveners, when there is interest from more than one councillor, e.g. giving opportunity to those who have not acted as convener previously.
  - The Committee should reflect on the existing 'balance' of conveners to help inform future appointments.
  - A minimum of three members should be present at all Panel / Working Group meetings.

### **5. Legal Implications**

- 5.1 There are no specific legal implications raised by this report.

### **6. Financial Implications**

- 6.1 There are no specific financial implications raised by this report.

**Background Papers:** None

**Appendices:** None

# Agenda Item 9



## Report of the Chair

Scrutiny Programme Committee – 19 January 2021

### Scrutiny Work Programme 2020/22

<b>Purpose</b>	This report presents the agreed Scrutiny Work Programme for 2020/22, which the Committee is responsible for monitoring.
<b>Content</b>	The agreed work programme is attached, which shows the topics that will be examined by scrutiny through various Panels and Working Groups. A plan for future Committee meetings is also attached. Progress against the agreed work programme is shown.
<b>Councillors are being asked to</b>	<ul style="list-style-type: none"><li>• plan for the committee meetings ahead</li><li>• consider opportunities for pre-decision scrutiny</li><li>• review the scrutiny work programme (including progress of current Panels and Working Groups)</li></ul>
<b>Lead Councillor</b>	Councillor Peter Black, Chair of the Scrutiny Programme Committee
<b>Lead Officer</b>	Tracey Meredith, Chief Legal Officer
<b>Report Author</b>	Brij Madahar, Scrutiny Team Leader Tel: 01792 637257 E-mail: <a href="mailto:brij.madahar@swansea.gov.uk">brij.madahar@swansea.gov.uk</a>
<b>Legal Officer:</b>	Debbie Smith
<b>Finance Officer:</b>	Paul Cridland

#### 1. Introduction

- 1.1 The Scrutiny Programme Committee is responsible for developing the Council's scrutiny work programme, and managing the overall work of scrutiny to ensure that it is as effective as possible.
- 1.2 A report is provided to each meeting to enable the Committee to maintain an overview of agreed scrutiny activities, monitor progress, and coordinate work as necessary.
- 1.3 The broad aim of the scrutiny function is to engage non-executive councillors in activities to:

- provide an effective challenge to the executive
- help improve services, policies, and performance
- engage the public in its work

1.4 The Scrutiny Work Programme is guided by the overriding principle that the work of scrutiny should be strategic and significant, focussed on issues of concern, and represent a good use of scrutiny time and resources.

It also needs to be:

- manageable, realistic and achievable given resources available to support activities
- relevant to council priorities
- adding value and having maximum impact
- coordinated and avoids duplication

1.5 The work of scrutiny is undertaken primarily in three ways – through the Committee itself, by establishing informal Panels (for in-depth activities) or via one-off Working Groups. Panels and Working Groups would be open to all non-executive councillors - the Committee will determine membership and conveners following expressions of interest.

1.6 Scrutiny will regularly send letters to Cabinet Members communicating findings, views and recommendations for improvement and, where appropriate, by producing reports. Inquiry panels will always produce a final report at the end of the inquiry with conclusions and recommendations for Cabinet (and other decision-makers), informed by the evidence gathered. Inquiry panels will reconvene to follow up on the implementation of agreed recommendations and the impact of their work – usually 6-12 months following cabinet decision.

1.7 Although much of the work of scrutiny is carried out by informal Panels and Working Groups these meetings are accessible to the public. Agendas, reports and letters relating to all such scrutiny activities are published, in the same manner as the committee, on the Council's modern.gov online platform:

<https://democracy.swansea.gov.uk/ieDocHome.aspx?bcr=1&LLL=0>

## **2. Scrutiny Work Programme 2020/22**

2.1.1 The agreed Scrutiny Work Programme for 2020/22 is set out in **Appendix 1**.

2.1.2. The following paragraphs break down the work programme by specific ways of working to provide a brief overview.

## 2.2 Scrutiny Programme Committee:

2.2.1 The Committee work plan for the year ahead is attached as **Appendix 2**. This should be kept under review to ensure it represents a robust, manageable, and effective plan. The Committee plan covers a broad range of policy and service topics and aims to ensure coverage of scrutiny across all cabinet portfolios and address any gaps in the overall work programme. The Committee is also the designated Committee for scrutiny of the Public Services Board, and Crime & Disorder Scrutiny.

2.2.2 Committee members should review and confirm items for the next and future meetings giving specific consideration to who should attend so that meetings are always well planned and prepared for, e.g. information required and key questions that the Committee wishes to ask.

2.2.3 The main item(s) scheduled for the next Committee meeting on 16 February are:

- Children & Young People's Rights Scheme Annual Progress Report 2019 – this is a recurring item for the Committee accounting for arrangements in place to ensure compliance with the Council's duty to have due regard to the UNCRC, and shows how the Rights Scheme is being implemented and embedded across the Council.

NOTE: Planned pre-decision scrutiny on cabinet report 'Business Case for the Relocation of Civic Centre' now scheduled for March Cabinet so would be discussed at 16 March Committee.

2.2.4 The Committee will have the opportunity to review priorities and introduce issues of concern as and when they arise, e.g. pre-decision scrutiny or call-in which may require extra meetings.

2.2.5 Pre-decision scrutiny – this is carried out by the Committee unless delegated elsewhere. The Committee is invited to consider the available information on future cabinet business and any opportunities for pre-decision scrutiny, taking into account strategic impact, public interest, and financial implications (see Cabinet Forward Plan attached as **Appendix 3**). Any requests will require discussion with relevant cabinet member(s) to confirm timescales and window of opportunity for scrutiny involvement. Pre-decision scrutiny enables scrutiny to develop understanding about and ask questions on proposed Cabinet reports to provide 'critical friend' challenge and influence decision-making.



### 2.3 Inquiry Panels:

- 2.3.1 Once membership and a convener have been appointed the first task of an Inquiry Panel will be to have a briefing on the issue and then determine the key question and terms of reference for the inquiry. Once the planning stage is complete, the inquiry will be evidence gathering, with the last stage being to develop the final report.

<b>In Progress / Planned</b>	<b>Completed (follow up stage)</b>
1. <b>Procurement</b> (initial meeting of re-convened Panel to be arranged)	1. <b>Equalities</b> (Jan 2021)

### 2.4 Performance Panels:

- 2.4.1 The following Performance Panels, which will enable regular and structured monitoring of performance within these key areas, have been agreed and will meet on an ongoing basis until otherwise agreed by the Committee (frequency of meetings in brackets):

<b>Performance Panel</b>	<b>Convener</b>
1. <b>Service Improvement &amp; Finance</b> (monthly)	Cllr. Chris Holley
2. <b>Education</b> (monthly)	Cllr. Lyndon Jones
3. <b>Adult Services</b> (every six weeks)	Cllr. Susan Jones
4. <b>Child &amp; Family Services</b> (every six weeks)	Cllr. Paxton Hood-Williams
5. <b>Development &amp; Regeneration</b> (every two months)	Cllr. Jeff Jones
6. <b>Natural Environment</b> (every two months)	Cllr. Peter Jones

- 2.4.2 Performance Panel conveners are scheduled to provide a regular update to the Committee to enable discussion on key activities and impact.

- 2.4.3 The Committee is aware that current COVID-19 pressures on the Council have impacted on Panel meetings. To reduce burden on the organisation at this time, the Child & Family Services and Adult Services Panels are current meeting jointly with meetings focusing purely on the COVID-19 situation and impact. The work plan of the Education Panel is also being temporarily adjusted to alleviate pressures on the Education Department. A recent meeting of the Natural Environment Panel was also cancelled because of the impact on Cabinet Member / officer attendance.

### 2.5 Working Groups:

- 2.5.1 The following Working Groups will be convened during the year ahead, in the order shown:

1. Workforce (29 March) 2. Digital Inclusion	3. Bus Services 4. Healthy City
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## 2.6 Regional Scrutiny:

2.6.1 **Education Through Regional Working** - Swansea scrutiny is involved in an informal regional scrutiny arrangement with the six councils participating in the 'Education Through Regional Working' (ERW) school improvement consortium. A Scrutiny Councillor Group has been in existence since 2016 in order to provide challenge to ERW, coordinate scrutiny work across the region and ensure a consistent approach. The Swansea Scrutiny Team is providing support for this group as the Council's contribution to ERW via Service Level Agreement. Swansea is represented by the chair of the Scrutiny Programme Committee and convener of the Education Performance Panel.

2.6.2 **Swansea Bay City Region City Deal** – Swansea scrutiny is also involved in the Swansea Bay City Region Joint Scrutiny Committee established during 2018/19. This formal arrangement involves three councillor representatives from each of the four Councils involved in the City Deal, meeting to scrutinise the work of the Joint Committee responsible for delivering the City Deal programme. As per Joint Committee Agreement, the Joint Scrutiny Committee is serviced by Neath Port Talbot Council.

## 3. **Monitoring the Work Programme**

3.1 The Committee is responsible for monitoring progress against the agreed work programme and this includes work undertaken by the informal Panels and Working Groups and findings, to ensure that this work is effective and has the required visibility.

3.2 **Appendix 4a** provides a timetable of all scrutiny activities (projected or actual where dates are known). Lead councillors and officers are also noted within.

3.3 **Appendix 4b** provides a snapshot of progress with all of the Panels and Working Groups established by the Committee and their current position.

3.4 The work programme is kept under constant review by the Committee, with changes made as necessary. The Committee will always retain the flexibility to adapt and re-prioritise the work of scrutiny, to ensure the continued relevance of the programme.

## 4. **Public Requests for Scrutiny / Councillor Calls for Action**

4.1 Members of the public are able to make requests for scrutiny by contacting the Chair or Scrutiny Team in writing detailing the issue of concern, its impact, and suggested action. In accordance with agreed

protocol the chair of the Scrutiny Programme Committee will consider any requests received and bring about proposals to deal with these to the Committee for consideration. Taking into account relevant advice, any such issues may merit inclusion in the work programme, referral elsewhere, or no action.

- 4.2 Public Request – the Chair has been made aware of a number of public concerns regarding the Council’s Olchfa Link active travel project, specifically about work on the bridleway at Clyne Valley Woods. Specific concerns raised relate to the nature of the works, community / user consultation, environmental impact, health and safety concerns, and whether due process has been followed. Correspondence received by scrutiny was promptly forwarded to the Cabinet Member for Environment Enhancement & Infrastructure Management, who has duly responded. Whilst the Cabinet Member is responding to every public contact on this issue, it appears that concerns remain. Because of this, the Committee is asked to consider whether it wishes to call the Cabinet Member to attend a future Committee meeting to discuss the Council’s Active Travel plans and issues, picking up on how these public concerns have been addressed, and any wider learning points etc. The Committee will need to consider how this can be incorporated into the Committee work plan and the priority this is to be given.

## **5. Financial Implications**

- 5.1 Any costs that arise out of work plan activities, for example expenses for witnesses or transport costs, are not envisaged to be significant and will be contained within the existing Scrutiny Budget.

## **6. Legal Implications**

- 6.1 There are no specific legal implications raised by this report.

**Background papers:** None

### **Appendices:**

**Appendix 1:** Agreed Scrutiny Work Programme 2020/22

**Appendix 2:** Scrutiny Programme Committee Work Plan 2020/22

**Appendix 3:** Cabinet Forward Plan

**Appendix 4a:** Scrutiny Work Programme – Projected Timetable of Activity

**Appendix 4b:** Progress Report – Current Scrutiny Panels and Working Groups

## Appendix 1 – Agreed Scrutiny Work Programme 2020/22

<b>New Inquiry Panel</b> (time-limited in-depth scrutiny – six months)	<b>New Working Groups</b> (light-touch scrutiny / one-off meetings)	<b>Performance Panels</b> (ongoing in-depth performance / financial monitoring & challenge)	<b>Issues for Scrutiny Programme Committee</b> (Overall work programme management; discussion of broad range of policy and service issues)
<p><b>1. Procurement</b>                      (previous Terms of Reference / Key Question to be reviewed / updated - What is the Council doing to ensure it procures locally, ethically, and greenly while being cost effective and transparent in its practices?)</p> <p><b>2. Anti-Social Behaviour</b>                      (Terms of Reference to be agreed by Panel but would focus on how we can reduce anti-social behaviour in our communities, look at factors behind rising anti-social behaviour; inter-agency working, the role of elected members, reporting, etc.)</p> <p>Follow Up of Previous Inquiries:</p> <p><b>1. Equalities</b></p>	<p><b>1. Workforce</b>                      (how the Council supports health &amp; well-being of staff; issues around home working; staff sickness; staff turnover; use of agency staff, pressures, etc.)</p> <p><b>2. Digital Inclusion</b>                      (follow up on previous discussion around digital transformation, the Council's digital inclusion strategy, and how well prepared both the Council and the public is to use and communicate / engage via digital technology to avoid exclusion / poor access, etc.)</p> <p><b>3. Bus Services</b>                      (discussion about bus network coverage and levels of service; community transport provision; integration with other forms of transport, etc.)</p> <p><b>4. Healthy City</b>                      (exploration of activities, promotion, particularly physical activities, including provision of outdoor sport and activities and opportunities for young people, etc.)</p>	<p><b>1. Service Improvement &amp; Finance</b> (monthly)</p> <p><b>2. Education</b> (monthly)</p> <p><b>3. Adult Services</b> (every 6 weeks)</p> <p><b>4. Child &amp; Family Services</b> (every 6 weeks)</p> <p><b>5. Development &amp; Regeneration</b> (every two months)</p> <p><b>6. Natural Environment</b> (every two months)</p> <p>Specific issues to cover within wider work plans:</p> <ul style="list-style-type: none"> <li>• <b>Service Improvement &amp; Finance:</b> <ul style="list-style-type: none"> <li>- Corporate Plan – Review / Progress</li> <li>- Council Byelaws</li> <li>- Budget Scrutiny</li> <li>- Performance Management</li> <li>- Waste Management &amp; Recycling – incl. questioning on fly-tipping experiences &amp; council activity</li> <li>- Welsh Housing Quality Standard</li> </ul> </li> <li>• <b>Education:</b> <ul style="list-style-type: none"> <li>- 21<sup>st</sup> Century Schools</li> <li>- Additional Learning Needs</li> <li>- Children Educated at Home</li> <li>- Delivery of Corporate Priorities</li> <li>- Remodelled Education Other Than at School Provision</li> </ul> </li> <li>• <b>Adult Services:</b> <ul style="list-style-type: none"> <li>- COVID-19 and Community Mental Health</li> <li>- Delivery of Corporate Priorities</li> <li>- Domestic Abuse</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• <b>COVID-19 Council response and Recovery Plan / Transformation</b></li> <li>• <b>Brexit Preparedness</b></li> <li>• Specific reports:                         <ul style="list-style-type: none"> <li>- <b>Children &amp; Young People's Rights Scheme</b></li> <li>- <b>Corporate Safeguarding</b></li> <li>- <b>Delivery of Corporate Priority – Tackling Poverty Homelessness Strategy – progress</b> (incl. discussion on Young People's Supported Housing Provision)</li> </ul> </li> <li>• Leader Q &amp; A Session(s):                         <ul style="list-style-type: none"> <li>- <b>Brexit</b></li> <li>- <b>Partnership Working</b></li> <li>- <b>Great Western Gateway</b></li> </ul> </li> <li>• Other Cabinet Member Q &amp; As (issues to pick up):                         <ul style="list-style-type: none"> <li>- tbc</li> </ul> </li> <li>• <b>Public Services Board</b></li> <li>• <b>Crime &amp; Disorder (Community Safety) Scrutiny:</b> <ul style="list-style-type: none"> <li>- Incl. Community Cohesion / Hate Crime</li> </ul> </li> <li>• <b>Wales Audit Office Reports</b></li> <li>• Follow Up on Previous Working Groups:                         <ul style="list-style-type: none"> <li>- <b>Tourism</b></li> </ul> </li> </ul>

## Appendix 1 – Agreed Scrutiny Work Programme 2020/22

	<p>Reserve List:</p> <ul style="list-style-type: none"> <li>• <b>Road Safety</b> (hot spots; work to improve safety; preventative measures; speed controls; safety of cycling routes; partnership working, etc.)</li> <li>• <b>Active Travel</b> (are we meeting obligations of Welsh Government Active Travel Act; encouragement of cycling / walking; particular focus on cycling given experience during pandemic – are we making the most of opportunities to embed increased cycling, etc.)</li> <li>• <b>Accessibility for the Disabled / Elderly</b> (to look into concerns around mobility around city centre and access, e.g. and whether there is sufficient curb dropping to help mobility scooters, and other facilities to improve access and wellbeing, etc.).</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Child &amp; Family Services:</b> <ul style="list-style-type: none"> <li>- Delivery of Corporate Priorities</li> <li>- Forced Marriages – Safeguarding issues</li> </ul> </li> <li>• <b>Development &amp; Regeneration:</b> <ul style="list-style-type: none"> <li>- City Deal and effects of COVID-19</li> <li>- Delivery of Corporate Priorities</li> <li>- Economic Regeneration Strategy</li> <li>- Foreshore Developments</li> <li>- Historic / Listed Buildings</li> </ul> </li> <li>• <b>Natural Environment:</b> <ul style="list-style-type: none"> <li>- Climate Change</li> <li>- Delivery of Corporate Priorities</li> <li>- Environment Bill 2020 Implications</li> <li>- Nature Conservation – regular monitoring of activity and performance</li> </ul> </li> </ul>	
<p><b>Regional Scrutiny</b></p> <ul style="list-style-type: none"> <li>• <b>ERW</b> (Education through Regional Working) Specific issues to pick up: ERW Replacement organisation – post April 2021</li> <li>• <b>City Deal</b> (Swansea Bay City Region Joint Scrutiny Committee)</li> </ul>			

## Appendix 2

### Scrutiny Programme Committee – Work Plan 2020/22

ACTIVITY	17 November 2020	15 December 2020	19 January 2021	16 February 2021	16 March 2021	13 April 2021
<b>Scrutiny Work Programme</b>	Draft Work Programme for Agreement					
<b>Cabinet Member Question &amp; Answer Sessions</b>			Leader / Cabinet Member for Economy, Finance & Strategy (incl. discussion on COVID, Budget, Brexit, Partnership Working)			
<b>Specific Cabinet Member / Officer Reports</b>	COVID-19 Update on Response / Recovery Plan	Public Services Board Annual Report		Children & Young People's Rights Scheme Annual Progress Report	COVID-19	Homelessness Strategy / Action Plan – Progress
<b>Scrutiny Performance Panel Progress Reports</b>		Education		Service Improvement & Finance	Joint Social Services	Development & Regeneration
<b>Pre-decision Scrutiny</b>			Proposed Lease to Mumbles Community Council under the Community Asset Transfer Policy		Business Case for Relocation of Civic Centre	
<b>Final Scrutiny Inquiry Reports / Follow Up on Scrutiny Recommendations</b>						
<b>Scrutiny Reports to Council</b>				Draft Scrutiny Annual Report 2019/20		Scrutiny Dispatches Impact Report



<b>ACTIVITY</b>	<b>18 May 2021</b>	<b>June 2021</b>	<b>July 2021</b>	<b>August 2021</b>	<b>September 2021</b>	<b>October 2021</b>
<b>Scrutiny Work Programme</b>	Work Programme Review					
<b>Cabinet Member Question &amp; Answer Sessions</b>						
<b>Specific Cabinet Member / Officer Reports</b>	<ul style="list-style-type: none"> <li>• COVID-19</li> <li>• Crime &amp; Disorder Scrutiny - Safer Swansea Community Safety Partnership</li> </ul>	Public Services Board	COVID-19	Delivery of Corporate Priority – Tackling Poverty	COVID-19	Annual Corporate Safeguarding Report
<b>Scrutiny Performance Panel Progress Reports</b>	Natural Environment	Education	Service Improvement & Finance	Child & Family Services	Adult Services	Development & Regeneration
<b>Pre-decision Scrutiny</b>						
<b>Final Scrutiny Inquiry Reports / Follow Up on Scrutiny Recommendations</b>						
<b>Scrutiny Reports to Council</b>			Scrutiny Dispatches Impact Report			Scrutiny Dispatches Impact Report

\* denotes extra meeting

To be scheduled:

Cabinet Members to report on and answer questions on the following portfolio responsibilities:

- Brexit (Cllr Rob Stewart)
- Business & City Promotion (Cllr Robert Francis-Davies)
- Tourism, Destination Management, and Marketing (incl. Working Group follow up) (Cllr Robert Francis-Davies)
- Highways & Engineering, Infrastructure Repairs and Maintenance (Cllr Mark Thomas)
- Litter and Community Cleansing (Cllr Mark Thomas)
- Parking Policy, Control & Enforcement (Cllr Mark Thomas)
- Energy Policy (incl. Generation, Supply & District Heating) (Cllr Andrea Lewis)

## Appendix 3 – Cabinet Forward Plan 2021 – 2022

Report Title	Report Summary	Report Author	Portfolio	Decision to be taken by	Date of Expected Decision	Exempt Details
<p><b>Proposed Lease to Mumbles Community Council under the Community Asset Transfer Policy.</b></p>	<p>Mumbles Community Council (MCC) have proposed to develop a new, high standard, Skatepark within their ward.</p> <p>The proposal may qualify as an undervalue disposal under the Community Asset Transfer policy subject to Cabinet approval of an undervalue disposal using well-being powers.</p> <p>A site options appraisal has been undertaken in order to identify the most suitable location for the development. MCC have provided a business plan to ensure their obligation to be fully responsible for the construction and maintenance of the facility is sustainable in the long term.</p>	<p>Jamie Rewbridge</p>	<p>Cabinet Member - Delivery &amp; Operations (Deputy Leader), Cabinet Member - Investment, Regeneration &amp; Tourism</p>	<p>Cabinet</p>	<p>21 Jan 2021</p>	<p>Open</p>

## Appendix 3 – Cabinet Forward Plan 2021 – 2022

Report Title	Report Summary	Report Author	Portfolio	Decision to be taken by	Date of Expected Decision	Exempt Details
<b>Budget Proposals 2021/22 – 2025/26.</b>	To consider budget proposals for 2021/22 to 2025/26 as part of the Council's Budget Strategy Sustainable Swansea - fit for the future. To enable consultation to take place with residents, employees, partners and other interested parties.	Ben Smith	Cabinet Member - Delivery & Operations (Deputy Leader), Cabinet Member - Economy, Finance and Strategy (Leader)	Cabinet	21 Jan 2021	Open
<b>Co-production Social Care Strategy.</b>	The Co-production Strategy outlines the approach to embedding co-production across social services; setting out overarching principles, definitions, and describing required cultural, structural and procedural changes and how this links to the corporate and regional approach.	Lisa Banks, Jane Whitmore	Cabinet Members - Supporting Communities, Cabinet Member - Adult Social Care & Community Health Services, Cabinet Member - Children Services	Cabinet	21 Jan 2021	Open
<b>Proposed Appropriation of Bryn House, 78 Walter Road, Swansea, SA1 4PS.</b>	Proposed appropriation of surplus property, at market value and associated budgets from Education to Housing for converting/developing housing units.	Richard John		Cabinet	21 Jan 2021	Open

Page 361

## Appendix 3 – Cabinet Forward Plan 2021 – 2022

Report Title	Report Summary	Report Author	Portfolio	Decision to be taken by	Date of Expected Decision	Exempt Details
<b>Bus Emergency Scheme 2 (BES 2) – Legal Agreement for Future Welsh Government Funding.</b>	<p>The Council is the lead authority for the S W Wales region for bus service revenue grant funding from the Welsh Government. The Welsh Government are changing the way in which this funding is provided and managed to reflect the additional support that is being provided to bus operators as a result of the impact of the Covid 19 pandemic. A 4 party agreement has been developed between the Welsh Government, Transport for Wales, Bus Operators and local authorities, which the Council is being asked to approve for signature in spring 2021.</p>	Cath Swain	Cabinet Member - Environment Enhancement & Infrastructure Management	Cabinet	21 Jan 2021	Open

## Appendix 3 – Cabinet Forward Plan 2021 – 2022

Report Title	Report Summary	Report Author	Portfolio	Decision to be taken by	Date of Expected Decision	Exempt Details
<b>Welsh Government Housing Support Grant Procurement Plan 2021 – 2024.</b>	This report details the procurement plan for Housing Support Grant and seeks approval to issue contract extensions in line with the proposed timescales for providers which are currently commissioned to ensure service provision is sustainable, creates efficiencies and improves outcomes for people that use services	Jane Whitmore, Peter Field	Cabinet Member - Adult Social Care & Community Health Services	Cabinet	21 Jan 2021	Fully exempt
<b>Kickstart Scheme.</b>	To provide and overview of the Kickstart scheme and seek approval for Swansea Council to serve as a gateway to the scheme and to also provide its own placements as part of the scheme.	Elliott Williams	Cabinet Member - Economy, Finance and Strategy (Leader), Cabinet Member - Investment, Regeneration & Tourism, Cabinet Members - Supporting Communities	Cabinet	21 Jan 2021	Fully exempt



## Appendix 3 – Cabinet Forward Plan 2021 – 2022

Report Title	Report Summary	Report Author	Portfolio	Decision to be taken by	Date of Expected Decision	Exempt Details
<b>Revenue and Capital Budget Monitoring 3rd Quarter 2020/21.</b>	To note any significant variations from the agreed budget 2020/21 and savings plan and the actions planned to achieve a balanced budget.	Ben Smith	Cabinet Member - Economy, Finance and Strategy (Leader)	Cabinet	18 Feb 2021	Open
<b>Swansea Central Area - Regenerating Our City for Wellbeing and Wildlife.</b>	The Council and Natural Resources Wales have developed a green infrastructure strategy for the Swansea Central Area. It aims to create a greener, distinctive destination city with an increased high quality, more biodiverse natural environment, which is more resilient and livable, better adapted to climate change, and better for people and wildlife.	Penny Gruffydd	Cabinet Member - Delivery & Operations (Deputy Leader)	Cabinet	18 Feb 2021	Open

Page 364

### Appendix 3 – Cabinet Forward Plan 2021 – 2022

Report Title	Report Summary	Report Author	Portfolio	Decision to be taken by	Date of Expected Decision	Exempt Details
<b>Castle Square Regeneration FPR7 Report.</b>	Development managers have been appointed to deliver a phased regeneration programme for Castle Square from initial feasibility, through to design and implementation. This report summarises the feasibility study, initial scheme cost, professional fees and programme, and seeks a budget and authorisation to progress to detailed design and planning stage.	Gail Evans	Cabinet Member - Investment, Regeneration & Tourism	Cabinet	18 Feb 2021	Open
<b>Business Case for Relocation of the Civic Centre.</b>	Business Case outlining the proposal to relocate from the Civic Centre to a new Public Sector Hub on the Phase 2 City Centre Regeneration site and various other Council buildings across the County.	Geoff Bacon	Cabinet Member - Delivery & Operations (Deputy Leader)	Cabinet	18 Mar 2021	Open

Page 365

## Appendix 3 – Cabinet Forward Plan 2021 – 2022

Report Title	Report Summary	Report Author	Portfolio	Decision to be taken by	Date of Expected Decision	Exempt Details
<b>Annual Review Of Charges (Social Services) 2020/21.</b>	This report sets out the annual review of Swansea Council's charges (social services), providing a transparent framework for the setting of charges and the application of allowances to citizens who receive managed care and support, provided or arranged by the council.	Simon Jones	Cabinet Member - Adult Social Care & Community Health Services	Cabinet	18 Mar 2021	Open
<b>Walking Route for School Children between Gowerton and Gorseinon.</b>	A dedicated off road active travel route has been constructed between Gowerton and Kingsbridge, Gorseinon. The report sets out the process used to determine its suitability as a walking route for school children between Gorseinon and Y G Gwyr in Gowerton and the possible impact on the future provision of free home to school transport for these pupils.	Cath Swain	Cabinet Member - Education Improvement, Learning & Skills, Cabinet Member - Environment Enhancement & Infrastructure Management	Cabinet	18 Mar 2021	Open



## Appendix 4a

Activity / Month	OCT 2020	NOV	DEC	JAN 2021	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
<b>PERFORMANCE PANELS:</b>												
<b>Service Improvement &amp; Finance</b> (monthly) Lead Scrutiny Councillor: Chris Holley Lead Scrutiny Officer: Michelle Roberts / Emily Davies Lead Cabinet Member: Rob Stewart / Andrew Stevens Lead CMT: Adam Hill / Ben Smith Lead Head of Service: cross-cutting		9	14	20	17 Budget	8	12	10				
<b>Education</b> (monthly) Lead Scrutiny Councillor: Lyndon Jones Lead Scrutiny Officer: Michelle Roberts Lead Cabinet Member: Jennifer Raynor Lead CMT: Helen Morgan-Rees Lead Head of Service: cross-cutting	22	19	17	21	16 Budget	18	22	13				
<b>Adult Services</b> (every 6 weeks) Lead Scrutiny Councillor: Sue Jones Lead Scrutiny Officer: Liz Jordan Lead Cabinet Member: Clive Lloyd Lead CMT: Dave Howes Lead Head of Service: Amy Hawkins / Helen St John	20		16 Joint with CFS	26 Joint with CFS	15 Budget Joint with CFS	9	20					
<b>Child &amp; Family Services</b> (every 6 weeks) Lead Scrutiny Councillor: Paxton Hood-Williams Lead Scrutiny Officer: Liz Jordan Lead Cabinet Member: Elliot King Lead CMT: Dave Howes Lead Head of Service: Julie Davies	28		16 Joint with Adult	26 Joint with Adult	15 Budget Joint with Adult	24		5				

Activity / Month	OCT 2020	NOV	DEC	JAN 2021	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
<b>Development &amp; Regeneration</b> (every 2 months) Lead Scrutiny Councillor: Jeff Jones Lead Scrutiny Officer: Liz Jordan / Emily Davies Lead Cabinet Member: Rob Stewart / Robert Francis-Davies Lead CMT: Martin Nicholls Lead Head of Service: Phil Holmes		3		12	TBC	2		11				
<b>Natural Environment</b> (every 2 months) Lead Scrutiny Councillor: Peter Jones Lead Scrutiny Officer: Brij Madahar / Emily Davies Lead Cabinet Member: David Hopkins Lead CMT: Martin Nicholls Lead Head of Service: cross-cutting												
<b>WORKING GROUPS:</b>												
<b>Topic 1 - Workforce</b> Lead Scrutiny Councillor: Cyril Anderson Lead Scrutiny Officer: Liz Jordan Lead Cabinet Member: David Hopkins / Clive Lloyd / Andrew Stevens Lead CMT: Adam Hill Lead Head of Service: Sarah Lackenby						29						
<b>Topic 2 – Digital Inclusion</b> Lead Scrutiny Councillor: Lesley Walton Lead Scrutiny Officer: Liz Jordan Lead Cabinet Member: Andrew Stevens Lead CMT: Adam Hill Lead Head of Service: Sarah Lackenby												



Activity / Month	OCT 2020	NOV	DEC	JAN 2021	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
<b>Topic 3 – Bus Services</b> Lead Scrutiny Councillor: tbc Lead Scrutiny Officer: Liz Jordan Lead Cabinet Member: Mark Thomas Lead CMT: Martin Nicholls Lead Head of Service: Stuart Davies												
<b>Topic 4 – Healthy City</b> Lead Scrutiny Councillor: tbc Lead Scrutiny Officer: Liz Jordan Lead Cabinet Member: Clive Lloyd / Robert Francis-Davies Lead CMT: Martin Nicholls? Dave Howes? Lead Head of Service: Tracey McNulty												
<b>REGIONAL SCRUTINY:</b>												
<b>ERW - Education through Regional Working</b> (quarterly) Lead Scrutiny Councillors: Lyndon Jones / Peter Black Lead Scrutiny Officer: Michelle Roberts Lead ERW: Ian Altman / Greg Morgan Lead Cabinet Member: Jennifer Raynor Lead CMT: Helen Morgan-Rees Lead Head of Service: Regional Lead: Phil Roberts (Lead Director for ERW)		26										

Activity / Month	OCT 2020	NOV	DEC	JAN 2021	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
<b>Swansea Bay City Region Joint Scrutiny Committee</b> (every 2 months) Lead Scrutiny Councillor: Rob James (Carmarthenshire Council) Swansea Scrutiny Councillors: Jan Curtice / Phil Downing / Jeff Jones Lead Scrutiny Officer: Stacy Curran, Neath Port Talbot Council Lead Cabinet Member: Rob Stewart Lead CMT: Phil Roberts / Martin Nicholls Lead Head of Service: Phil Holmes	12				2							

\* denotes extra meeting

## Progress Report – Current Scrutiny Panels and Working Groups

### 1. Inquiry Panels:

These will undertake in-depth inquiries into specific and significant areas of concern on a task and finish basis, and will be expected to take around six months to complete to enable wide-ranging evidence gathering, and production of a final report with conclusions and recommendations for Cabinet (and other decision-makers).

#### a) **Procurement** (convener: Cllr Chris Holley)

Key Question: What is the Council doing to ensure it procures locally, ethically, and greenly while being cost effective and transparent in its practices?

Progress Bar:

Planning				Evidence Gathering				Draft Final Report			

The Procurement Pre-Inquiry Working Group originally met on 24 October 2019 for an overview / briefing on the subject matter. This helped Councillors to be informed about how scrutiny can contribute to improvement and the focus, scale and direction of any inquiry. The Panel agreed to undertake an inquiry and the Terms of Reference were agreed. The inquiry work was then placed on hold pending recruitment of Scrutiny Officer / available resources.

The Inquiry Panel will now resume and, given the passage of time and impact of the pandemic, will initially meet to review the key question and terms of reference and amend as necessary.

The inquiry may take up to six months to complete, as it will call for wide ranging evidence, and will lead to a report with conclusions and recommendations that will be presented to Cabinet.

### 2. Follow Up on Completed Inquiries:

Follow-ups of inquiries will consider both the implementation of scrutiny recommendations and wider impact / difference made. Inquiry Panels are reconvened between 6-12 months after cabinet decision on Inquiry reports.

Inquiry	Cabinet Decision	Recommendations			Follow Up Panel Meeting
		Agreed	Partly	Rejected	
Equalities	21 Nov 2019	18	0	0	28 Jan 2021

### 3. Performance Panels:

Performance Panels enable regular and structured in-depth monitoring of performance and challenge within these key areas:

a) **Service Improvement & Finance** (convener: Cllr Chris Holley)

The Panel meets every month. The most recent meeting was held on 14 December, when the Panel discussed the Equality Plan Review, with Cllr Louise Gibbard, Cabinet Member for Supporting Communities, and relevant officer(s).

The next meeting will be held on 20 January and will focus on Budget proposals, Q2 Budget Monitoring 20/21 and Q1 Performance Monitoring Report 2019/20.

b) **Education** (convener: Cllr Lyndon Jones)

The Panel met with the members of the Swansea Skills Partnership on the 17 December to discuss the role of partnership, the progress it is making and its future plans. They also received an update on the current Covid situation in Education.

Due to current pressures on the Education Department, the Panel agreed to put all items from the January and February meetings back to later in the year, apart from a verbal Covid-19 update on the 21 January and the Annual Budget as it relates to Education on 16 February.

c) **Adult Services** (convener: Cllr Susan Jones)

This Panel meets every 6 weeks. Due to the pressures of the Covid-19 Pandemic, a Joint Social Services Panel meeting was held in December to receive an update on management of Covid-19. The joint panel will meet again in January and February and will receive the Performance Monitoring reports for Adult Services and Child and Family Services, and an update on management of Covid-19. The meeting in February will also receive the draft budget proposals for both areas. It is currently planned for separate Panel meetings to recommence in March 2021.

d) **Child & Family Services** (convener: Cllr Paxton Hood-Williams)

This Panel meets every 6 weeks. See Adult Services above.

e) **Development & Regeneration** (convener: Cllr Jeff Jones)

This Panel meets every two months. The most recent meeting on 3 November discussed the current progress in relation to development and regeneration activity as outlined within the 'Dashboard Report', which is regularly provided to the Panel. At the next meeting, on 12

January, as well as the usual 'Dashboard' Report, the Panel will discuss the current status of Commercial Opportunities in Rural Areas.

f) **Natural Environment** (convener: Cllr Peter Jones)

This Panel meets every two months. A Panel meeting arranged for 14 December was cancelled due to current Covid-19 pressures on the Council. However, views on the delivery of the corporate objective on 'Maintaining & Enhancing Swansea's Natural Resources & Biodiversity' and on the recently published report on actions in response to the Council's Climate Emergency Declaration, were communicated to Cabinet Members.

It is anticipated that a Panel meeting will take place in February in order to focus on the management of green space / weed & verge management, including discussion on use of glyphosate, wildflower planting programme, and green infrastructure.

#### 4. **Regional Scrutiny:**

This is collaborative scrutiny with other Local Authorities for topics / issues of shared interest or concern, and models of regional working.

a) **Education Through Regional Working**

The Scrutiny Councillor Group met remotely on 26 November 2020. They met with the Chair of the Lead Chief Executive and the Managing Directors to discuss the effects of Covid on the business of ERW and progress with ERW reform programme. They also discussed the business plan and risk register. The next meeting will take place around March 2021.

b) **Swansea Bay City Region City**

The Joint Scrutiny Committee met for the first time since January in October for an update on the City Deal Programme and Projects, as well as discussion around the impact of COVID-19. A meeting planned for December was cancelled. The Committee is expected to meet again on 2 February 2021.

#### 5. **Working Groups:**

A number of new topics have been identified which will be dealt with through one-off Working Groups. These enable a 'light-touch' approach to specific topics of concern and will be planned as a one-off meeting (in the order shown below) primarily involving discussion with relevant cabinet member(s) / officer(s), and any other persons called, to gather information, ask questions, and give views / raise any concerns.

a) **Workforce** (convener: Cllr Cyril Anderson)

This Working Group will meet on 29 March 2021 to enable information, questions and discussion on how the Council supports health & well-being of staff; issues around home working; staff sickness; staff turnover; use of agency staff and pressures.

b) **Digital Inclusion** (convener: Cllr Lesley Walton)

This will enable information, questions and discussion, following up on previous scrutiny discussion around digital transformation, the Council's digital inclusion strategy, and how well prepared both the Council and the public is to use and communicate / engage with increasing dependency on digital technology and interaction, to avoid exclusion / poor access, etc.

c) **Bus Services** (convener: tbc)

This will enable information, questions and discussion about bus network coverage and levels of service; community transport provision; integration with other forms of transport, etc.

d) **Healthy City** (convener: tbc)

This will enable information, questions and discussion on Swansea as a healthy city, exploring in particular the provision, and promotion of, outdoor sport and activities and opportunities for young people, etc.

Reserve List:

- Road Safety
- Active Travel
- Accessibility for the Disabled / Elderly



# Agenda Item 10



## Report of the Chair

### Scrutiny Programme Committee – 19 January 2021

## Scrutiny Letters

<b>Purpose:</b>	To ensure the Committee is aware of the scrutiny letters produced following various scrutiny activities, and to track responses to date.
<b>Content:</b>	The report includes a log of scrutiny letters produced this year, and provides a copy of correspondence between scrutiny and cabinet members where discussion is required.
<b>Councillors are being asked to:</b>	<ul style="list-style-type: none"><li>• Review the scrutiny letters and responses</li><li>• Make comments, observations and recommendations as necessary</li></ul>
<b>Lead Councillor:</b>	Councillor Peter Black, Chair of the Scrutiny Programme Committee
<b>Lead Officer:</b>	Tracey Meredith, Chief Legal Officer
<b>Report Author:</b>	Brij Madahar, Scrutiny Team Leader Tel: 01792 637257 E-mail: <a href="mailto:brij.madahar@swansea.gov.uk">brij.madahar@swansea.gov.uk</a>
<b>Legal Officer:</b>	Debbie Smith
<b>Finance Officer:</b>	Paul Cridland

### 1. Introduction

- 1.1 The production of scrutiny letters has become an established part of the way scrutiny operates in Swansea. Letters from the chair (or conveners) allow scrutiny to communicate directly and quickly with relevant cabinet members.
- 1.2 These letters are used to convey views and conclusions about particular issues discussed and provide the opportunity to raise concerns, ask for further information, and make recommendations. This enables scrutiny to engage with Cabinet Members on a regular and structured basis.

## 2. Reporting of Letters

- 2.1 All scrutiny letters, whether they are written by the Scrutiny Programme Committee or conveners of Panels / Working Groups, are published to ensure visibility, of the outcomes from meetings, across the council and public.
- 2.2 The Scrutiny Programme Committee agenda also includes a copy of letters to/from Cabinet Members where specific discussion is required, e.g. letters relating to the Committee, Working Groups, and Inquiry Panel follow ups. Letters are included when cabinet member responses that were awaited are received or where a scrutiny letter did not require a response.
- 2.3 Where requested Cabinet Members are expected to respond in writing to scrutiny letters within 21 calendar days. The response should indicate what action (if any) they intend to take as a result of the views and recommendations made.
- 2.4 Letters relating to the work of Performance Panels are part of an ongoing dialogue with Cabinet Members and are therefore reported back and monitored by each Panel. However all Performance Panel conveners will provide a progress report to the Committee, including summary of correspondence with Cabinet Members and outcomes.

## 3. Letters Log

- 3.1 This report contains a log of scrutiny letters produced to enable the committee to maintain an overview of letters activity over the year – see **Appendix 1**. The letters log also shows the average time taken by Cabinet Members to respond to scrutiny letters, and the percentage of letters responded to within timescale.
- 3.2 The following letter(s), not already reported to the Committee, are **attached** for discussion:

	<b>Activity</b>	<b>Meeting Date</b>	<b>Correspondence</b>
a	Committee – Public Services Board	15 Dec	Letter to Joint Chairs of Swansea Public Services Board

## 4. Legal Implications

- 4.1 There are no legal implications.

## 5. Financial Implications

- 5.1 There are no financial implications.

**Background Papers:** None

**Appendices:**

**Appendix 1:** Scrutiny Letters Log

**Appendix 2:** Correspondence between scrutiny and cabinet members

## Scrutiny Letters Log (2020-2021)

Ave. Response Time (days): 22 (target within 21 days) % responses within target: 57

No.	Committee / Panel / Working Group	Meeting Date	Main Issue(s)	Cabinet Portfolio	Letter Sent	Response Received	Days Taken	Reported to SPC (if applicable)
1	Service Improvement & Finance Performance Panel	21-Sep	Annual Performance Monitoring Report 2019/2020	Business Improvement & Performance	02-Oct	23-Oct	21	n/a
2	Natural Environment Performance Panel	01-Sep	COVID-19 impacts, issues and environmental lessons	Joint Environment Enhancement & Infrastructure Management and Delivery & Operations	05-Oct	30-Oct	25	n/a
3	Natural Environment Performance Panel	01-Sep	Follow Up - Natural Environment Scrutiny Inquiry	Delivery & Operations	05-Oct	n/a	n/a	17-Nov
4	Natural Environment Performance Panel	01-Sep	Local Flood Risk Management	Environment Enhancement & Infrastructure Management	05-Oct	n/a	n/a	n/a
5	Development & Regeneration Performance Panel	14-Sep	Project Update Report	Economy, Finance & Strategy (Leader)	06-Oct	04-Nov	29	n/a
6	Child & Family Services Performance Panel	16-Sep	Update on COVID-19 in relation to Child & Family Services	Children Services - Early Years	07-Oct	n/a	n/a	n/a

7	Education Performance Panel	22-Oct	Update on COVID-19 in relation to Education and opening of schools, work planning.	Education Improvement, Learning & Skills	03-Nov	n/a	n/a	n/a
8	Education Performance Panel	22-Oct	Thank you to Education and Schools to Director	Education Improvement, Learning & Skills	03-Nov	n/a	n/a	n/a
9	Adult Services Performance Panel	20-Oct	Performance Monitoring and Sickness Levels in Adult Services and work planning	Adult Social Care & Community Health Services	04-Nov	25-Nov	21	n/a
10	Child & Family Services Performance Panel	28-Oct	WAO Report follow up review of corporate arrangements for safeguarding of children in Swansea	Children Services	16-Nov	n/a	n/a	n/a
11	Development & Regeneration Performance Panel	03-Nov	City Centre developments, dashboard updates	Economy, Finance & Strategy (Leader)	19-Nov	18-Dec	29	n/a
12	Development & Regeneration Performance Panel	03-Nov	Dashboard Report (Active Travel) and Landore Metro	Environment Enhancement & Infrastructure Management	19-Nov	27-Nov	8	n/a
13	Service Improvement & Finance Performance Panel	09-Nov	Q1 Budget Monitoring Report, Review of Revenue Reserves, Mid Term Budget Statement	Economy, Finance & Strategy (Leader)	25-Nov	14-Dec	19	n/a

14	Service Improvement & Finance Performance Panel	09-Nov	Recycling and Landfill Annual Performance Monitoring Report 2019/20	Environment Enhancement & Infrastructure Management	25-Nov	n/a	n/a	n/a
15	Committee	17-Nov	COVID-19 response & recovery	Economy, Finance & Strategy (Leader)	03-Dec	n/a	n/a	15-Dec
16	Education Performance Panel	19-Nov	Waun Wen Primary School and Elective Home Education	Education Improvement, Learning & Skills	09-Dec	n/a	n/a	n/a
17	Natural Environment Performance Panel	11-Dec	Progress against delivery of corporate objectives and the Council's Climate Emergency action plan.	Joint	31-Dec			n/a
18	Committee	15-Dec	PSB Annual Report	Chair of Public Services Board	08-Jan	n/a	n/a	19-Jan
19	Service Improvement & Finance Performance Panel	14-Dec	Equality Plan Review 2019/20	Better Communities	11-Jan			n/a
20	Joint Social Services Performance Panel	16-Dec	Update on Management of Covid-19	Adult Social Care & Community Health Services	11-Jan	n/a	n/a	n/a
21	Education Performance Panel	17-Dec	Swansea Skills Partnership and Covid update	Education Improvement, Learning & Skills	12-Jan			n/a
22								
23								
24								
25								
26								





**To/  
Councillor Rob Stewart &  
Councillor Andrea Lewis,  
Joint Chairs of Swansea Public  
Services Board  
BY EMAIL**

cc: Vice-Chair of Swansea PSB

*Please ask for:  
Gofynnwch am:*

*Direct Line:  
Linell Uniongyrochol:*

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e-Bost:*

*Our Ref  
Ein Cyf:*

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Scrutiny

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SPC/2020-21/2

08 January 2021

Summary: This is a letter from the Scrutiny Programme Committee to the Joint Chairs of Swansea Public Services Board following the meeting of the Committee on 15 December 2020. It is about the performance of the Public Services Board.

Dear Councillor,

### **Scrutiny Programme Committee – 15 December**

We are writing to you following our scrutiny session on the Public Services Board (PSB) with our views

The Committee considered the PSB Annual Report 2019/20 and heard about the work, achievements, and performance of the PSB from Cllr. Andrea Lewis (newly-appointed Joint Chair of the PSB), Cllr. Clive Lloyd (former PSB Chair for the period of the annual report), Deputy Chief Fire Officer, Roger Thomas (PSB Vice-Chair), and Adam Hill (Swansea Council Deputy Chief Executive).

This was the first PSB scrutiny session held by the Committee, following our decision to adjust the scrutiny work programme and remove the standalone PSB Scrutiny Performance Panel. As such, it was a chance for us to reflect on scrutiny carried out to date, and take an overview of progress made by the PSB, and the current situation.

This letter reflects on what we learnt from the information presented, questions, and discussion. It shares the views of the Committee, and highlights any outstanding issues / actions for your response - main issues summarised below.

#### **OVERVIEW & SCRUTINY / TROSOLWG A CHRAFFU**

SWANSEA COUNCIL / CYNGOR ABERTAWE

GUILDHALL, SWANSEA, SA1 4PE / NEUADD Y DDINAS, ABERTAWE, SA1 4PE

[www.swansea.gov.uk](http://www.swansea.gov.uk) / [www.abertawe.gov.uk](http://www.abertawe.gov.uk)

## **New Governance Structure**

A new streamlined governance structure has been embedded and improved the operation, direction and focus of the PSB in the delivery of Well-being Plan objectives. Decision making governance is expedited at a strategic level via a Joint Committee, meeting bi-monthly, consisting of the PSB Statutory members and Invited Participants. Objective delivery groups lead on delivery, each co-ordinated and facilitated by a Statutory Member. Wider involvement has been facilitated with the creation of a Partnership Forum, meeting every six months, for meaningful engagement with a wide range of partners that adds value to the work of the PSB. This includes representation from charities, community groups, and public input. Co-production is very much at the heart of practice.

## **Impact of COVID-19 Pandemic**

The PSB has faced significant disruption since March 2020 as a result of the COVID-19 pandemic, with fewer meetings. However, the partnership response to COVID-19, co-ordinated and carried out through relevant emergency planning frameworks and mechanisms, has been effective, and stronger because of the relationships and connections developed over the past few years working together through the PSB. The point was made that the PSB is not responsible for all multi-agency / partnership activity that exists, therefore an absence of PSB meetings during the pandemic has not affected the partnership response to COVID and its effectiveness. It was important for the PSB not to duplicate other structures in place.

## **Delivery of Well-being Objectives**

There are 4 PSB Well-being Plan Objectives, set out in the Well-being Plan published in May 2018, that provide focus for the PSB. These are joint objectives but each with a Statutory Member lead taking ownership of this work:

- Early Years (led by Swansea Bay University Health Board)
- Live Well, Age Well (led by Swansea Council)
- Working with Nature (led by Natural Resources Wales)
- Stronger Communities (led by Mid & West Wales Fire & Rescue Service)

The key focus was on planning and prioritising areas where collectively partners could make the biggest difference.

The delivery of the Well-being Objectives is at the heart of what the PSB is trying to do to make a difference. Performance against these objectives will be the measure of success, and much has been achieved over the past 12 months, as shown in the PSB Annual Report.

In terms of post-COVID recovery, the PSB has been considering areas of focus. Three strategic objectives have been identified to focus on in order to develop a multi-agency added value action plan to build greater resilience over the next 12 months:

1. City for Wellbeing & Wildlife;
2. Green / Climate Change agenda;
3. County Lines, Substance Misuse, Anti-Social Behaviour

We noted that following work undertaken by the Council in compiling a Climate Emergency action plan, all partners will be asked to sign up to a climate change charter and construct their own action plans for their own organisations.

### **A More Agile PSB**

The PSB has also become more flexible and agile in helping to tackle more immediate multi-agency issues, in addition to the more long-term objectives. For example, successful work on community safety, which involved the setting up of a Critical Incident Task & Finish Group to deal with issues relating to street sex working, substance misuse / drug dealing / county lines activity, criminality and anti-social behaviour, focussing on the environment around Swansea High Street. There was clear governance to the PSB, via the Safer Swansea Partnership, and difference made by the PSB in delivering improvements to the area, and countering negative national press about our High Street.

### **The Issue of Pooled Resources**

The PSB is not a fund holding body – there are no pooled resources – however, it is about improving joint working across public services in our area, with organisations committing their existing resources to shared objectives and delivering improvement on issues no one organisation can solve alone.

### **Future PSB Arrangements**

There has been a debate about the number of PSBs across Wales, and whether PSBs should be arranged on a regional, rather than local authority, basis, consistent with the regional footprint of PSB partners and regional collaborations in place. It was felt that a regional PSB may be a better way forward to tackle the issues which we share with neighbouring authorities, and would benefit PSB partners who sit on multiple PSBs, and reduce duplication. The advent of Corporate Joint Committees may however complicate further the regional collaboration landscape.

## **Scrutiny Views**

From our discussion, the Committee would highlight the following issues in terms of providing challenge to the PSB for improvement:

### **a) Improving the performance framework to better evidence the tangible difference the PSB is making.**

Measuring progress is key to any assessment of performance and the effectiveness of the PSB, whether it is about tackling immediate or long-term problems. Whilst Annual Reports serve a purpose, it is important for scrutiny to see a performance framework for the measurement of targets that can help demonstrate the added value of the PSB to scrutiny, and therefore to the public.

The PSB should consider how it could improve the information provided to scrutiny that will provide a greater level of detail in terms of performance monitoring, e.g. sharing of reports by strategic leads that the PSB uses to monitor outcomes and address any barriers, and review work. Ideally, these will show action plans for each objective, metrics, timescales, achievements, outcomes, challenges and risks, etc.

The PSB must be able to clearly articulate the difference it is making, and account for performance and improvement, with a balance of quantitative as well as qualitative data that will help to evaluate the effectiveness of the PSB, whether in the delivery of short, medium or long-term actions.

### **b) Improving public visibility / messaging about the work of the PSB.**

The overall purpose of our scrutiny is to assess the difference that the PSB is making to citizens. Internally we may have a good awareness and understanding of the work of the PSB, but it is less likely that the people of Swansea know what the PSB is.

It is important to understand the added value of having a PSB to improvement, beyond steps taken by the Council, either alone, or through existing partnership working. Although we would agree that the public is less interested in process than results, it could be clearer to citizens what the PSB is achieving and the contribution that it has made. If the PSB has made a difference successes should be attributed to the PSB, and publicised. Given its role and importance, the work of the PSB should be in our consciousness, so would benefit from any efforts to make its work, objectives and outcomes more visible.

### **c) Pressing the Welsh Government on PSB resources.**

Despite the best efforts of Swansea PSB to work around this, we feel that the lack of a pooled resource and discrete budget for PSBs is an impediment to effectiveness. It is surprising that there is no direct funding from Welsh Government and they ought to be pressed further on this to provide more support. We acknowledge that a small amount of funding was provided to help with organisational support, but would agree that the ability of PSBs to be transformational without significant funding, as highlighted by the Future Generations Commissioner, is limited.

We suspect that moving PSBs to a regional footing will need to be achieved first, which may then facilitate decisions around funding to deliver objectives / specific projects.

We appreciate that tackling funding and resource issues is difficult, and doing more with existing resources means a challenge to ways of working. Without additional funding we need to see the PSB being used by partners to improve the way they operate and use their resources to assist each other better, using the 5 ways of working, and helping to achieve the 7 well-being goals, in implementing the Well-being of Future Generations Act to the benefit of our citizens.

### **Your Response**

We hope that you find the contents of this letter useful and would welcome any comments, however we do not expect you to provide a formal response. However, we do expect the PSB to consider our views and the Committee will follow up on progress in addressing these issues in six months.

PSB scrutiny is something that we envisage will take place 2 or 3 times every year. We will arrange the next session in around six months, and hope to engage more widely with other PSB statutory members / key partners with regard to progress in the delivery of agreed PSB Well-being Plan objectives, and effectiveness of the PSB generally. Additionally, we look forward to next year's PSB Annual Report.

Yours sincerely,



### **COUNCILLOR PETER BLACK**

Chair, Scrutiny Programme Committee

✉ [cllr.peter.black@swansea.gov.uk](mailto:cllr.peter.black@swansea.gov.uk)

# Agenda Item 11



## Scrutiny Programme Committee – 19 January 2021

### **Date and Time of Upcoming Scrutiny Panel Meetings**

#### **19 January 21 – 15 February 21**

- a) 20 January at 10.00am – Service Improvement & Finance Performance Panel
- b) 21 January at 4.00pm – Education Scrutiny Performance Panel
- c) 26 January at 2.00pm – Joint Social Services Performance Panel
- d) 28 January at 2.00pm – Equalities Inquiry Panel (Follow Up)
- e) 2 February at 2.00pm – Swansea Bay City Region Joint Scrutiny Committee
- f) 15 February at 2.30pm – Joint Social Services Performance Panel (annual budget scrutiny)

Meetings will be held remotely via MS Teams