

# **Port Tawe and Swansea Docks**

## **Supplementary Planning Guidance**



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**City and County of Swansea – Dinas A Sir Abertawe**

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## 1. Introduction

1.1 This Supplementary Planning Guidance (SPG) relates to all the area between the River Tawe and the eastern boundary of Swansea, south of Fabian Way. See Plan 1. It is complemented by separate SPG for the St Thomas Station / New Cut area. Together this will provide comprehensive proposals for the eastbank waterfront.

1.2 The SPG derives from the premise that Port Tawe is a key element of the next era of the City's development and to the establishment of Swansea's identity as a major "Waterfront City".

1.3 The purpose of this SPG is to:

- define the concept of Port Tawe
- relate it to the wider docks area and the City Centre / Maritime Quarter
- provide an overall strategic framework to assist more detailed master planning
- promote sustainable development of the area for the economic, social and environmental benefit of Swansea
- ensure a comprehensive, integrated and inclusive form of development that is accessible for all
- promote a widely shared vision of Port Tawe and a plan for its delivery.

1.4 These overarching aims are expanded on in Section 5. This SPG will be amplified where appropriate by briefs for specific sites. It does not set out fine detail, rather it concentrates on the broad characteristics and objectives that the area's development should achieve.

1.5 This SPG replaces the earlier Port Tawe Strategy (Sept 1991). Circumstances and opportunities have changed significantly since that document was prepared. Evolving economic development strategy, in particular the Swansea Bay Economic Development Strategy (1999), has highlighted the significance of the waterfront to the development portfolio. The inner city housing market is rapidly developing. A number of large retail schemes have progressed, or are specifically planned, elsewhere in the city. The Welsh Development Agency crucially have assembled a large scale land holding to facilitate comprehensive development and make delivery of the Port Tawe concept realistic.

1.6 The longer term future proposals for the oil tank farm areas and the Queens Dock area have yet to be resolved. It is not therefore appropriate to consider revised land uses at this stage. It is assumed for the purposes of this Guidance that operational port activity will continue in that area for the immediate future. If this situation changes then the SPG can be updated.

## 2. Port Tawe Overview

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2.1 Port Tawe is proposed to be a **mixed use development** comprising of business, housing and ancillary recreation and services. It will be developed simultaneously with adjacent ongoing commercial docks operations and related industrial activity.

2.2 To realise its potential Port Tawe needs to be **developed comprehensively** in both land use and design terms. It should **complement the City Centre**, which is the Council's primary development priority in terms of urban design, uses, balanced economy and transport movements. Together with the Maritime Quarter it should extend and reinforce Swansea's **waterfront focus** to the point that it is of national significance. The scheme should be an **image builder**, contributing to the creation of a new progressive identity for the city. To achieve this an urban design framework will be an essential tool to integrate design proposals prepared in consultation with the Local planning authority.

2.3 By capitalising on the exceptional length of water frontage Port Tawe will provide highly attractive sites for the **knowledge based economic development** that will be essential to Swansea's future prosperity, whilst at the same time providing opportunities for high quality and **imaginative living environments** which include a mixture of compatible land uses, and further establishing the mouth of the Tawe as a **multi-purpose visitor destination**.

2.4 It is also a **"gateway"** location and has the potential to assist in changing perceptions of the east of the city particularly by opening up the immediate and more distant waterfront to view from the eastern approaches. In this context the form of development between Fabian Way and Prince of Wales Dock is critical. An early commencement of the planned development here would aid the sense of arrival.

2.5 In terms of the **commercial docks** the aim is to support initiatives to maximise new trade and which may realise the important potential for Swansea to act as a land bridge between southern Eire and continental Europe.

2.6 The rate of development will depend on market conditions, sequential testing and transport capacity in the central area network. The initial focus for development is expected to be in the Technium and river front area.

2.7 The **strategic aims** for the area are set out in section 5.2.

### 3. Policy Context

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#### National Policies

3.1 Development of surplus land in Swansea's dockland is very much in line with the national aim to place priority on developing previously used land and to locate development in accessible locations close to centres.

#### Local Policy

3.2 *The Local Plan Review (1999)* recognises the opportunity presented by surplus land in the docks area, but the proposals were set out in advance of the ongoing land assembly by the WDA. It covers the immediate riverside area with the same policy as for the Maritime Quarter and includes a separate more business orientated allocation for the Fabian Way sites. It also stresses the importance of promoting ongoing docks activity.

3.3 *The Unitary Development Plan (UDP)* is currently in preparation, and will make provision for a comprehensive employment and housing scheme at Port Tawe and for the ongoing development of docks related activity and other industrial development elsewhere in the area.

3.4 The significance of the Port Tawe area as a flagship location for the establishment of a knowledge based "cluster" that complements the City centre was highlighted in the *Swansea Bay Economic Development Strategy*. The Council endorsed the document in 1999 and resolved that it should inform the Council's Economic Development Statement and preparation of the UDP.

### 4. Background Information

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#### Location

4.1 See Plan 1.

4.2 The development opportunity is exceptionally well located being immediately adjacent to the City Centre and the Maritime Quarter. Technium Phase 1 is 500m from Wind Street. The area north of the Ferryport is 230m from the Spontex site. These distances though have to be made "real" by new linkages over the River Tawe. If they are not then the objective for integration cannot be satisfactorily achieved. The river would be a barrier in the south and the area would be separated from the City Centre by a pedestrian-hostile environment.

4.3 The area is very accessible being situated on Fabian Way, the eastern approach road and public transport corridor and close to the main northern approach route at New Cut. Rail access is available in the eastern section of the study area.

4.4 The Port Tawe element of the SPG area extends to 38Ha gross.

### **Land ownership**

4.5 The principal landowners as at June 2001 are Associated British Ports and the WDA. City and County of Swansea. The area contains a number of tenancies.

### **Existing land uses**

4.6 See Plan 3

4.7 A large proportion of the Port Tawe area is now either vacant, being redeveloped or the subject of site preparation. Remaining uses inconsistent with the Port Tawe scheme are being progressively relocated to more suitable locations.

### **Listed buildings**

4.8 These are indicated on Plan 6.

4.9 They are:

# Norwegian Church – Small landmark building at the docks entrance.

# The Flag Ship Building – Built 1880. Redbrick former ice factory with one of the few remaining chimneys in the Swansea Valley.

# J Shed (built first half of 19thC) a large redbrick warehouse overlooking Prince of Wales Dock.

4.10 Development of these premises would require Listed Building Consent and be subject to the views of Cadw.

### **Environmental issues**

#### Ground conditions / contamination

4.11 In view of previous uses there is a likelihood of contamination to varying degrees throughout the area. Site Investigations will be necessary in association with all development proposals. It is recommended that prospective developers discuss proposals with the Director of Environment and Health.

#### Hazards, consultation zones

4.12 There are a number of areas within which the Health and Safety Executive require to be consulted on development proposals. The boundaries relating to the liquid gas storage sphere located to the east of Kings Dock are set out in Plan 7. The sphere and adjacent infrastructure serve the isopropanol plant at Baglan Bay. Consequently it is envisaged that it will remain for the foreseeable future. A general interpretation of the zone, which has three bands, is set out in the table below. There are a number of caveats and qualifications to this general guidance, and if further general information is required the Development Dept should be contacted. Detailed information should be sought from the Health and Safety Executive direct. It should be noted that the greater part of Port Tawe is located outside of the consultation zone relating to the spheres.

See table below.

Development Sensitivity Level (SL)	Inner Zone 625m	Middle Zone 825m	Outer Zone 1100m
SL1 Normal working Population	Acceptable	Acceptable	Acceptable
SL2 General public at home and involved in normal activities	Not acceptable	Acceptable	Acceptable
SL3 Vulnerable Members of the public	Not acceptable	Not acceptable	Acceptable
SL4 Large examples of SL3 and large outdoor examples of SL2	Not acceptable	Not acceptable	Not acceptable
NB Detailed definitions of the Sensitivity Levels are currently being finalised by the Health and Safety Executive.			

4.13 Additionally there are some licensed explosives sites that carry consultation zones. The WDA have negotiated agreements in relation to these so that they can be terminated subject to notice. The WDA should be consulted in relation to these.

4.14 As licensed operations / uses and consequent consultation zones are a dynamic situation it would be prudent to consult with the Local Planning Authority regarding up to date Health and Safety Executive consultation requirements.

#### Flood risk

4.15 The Environment Agency have indicated that in considering tidal defence structures they would normally set a level near the 7.2m AOD mark. In this particular area however the up-river location will serve to dampen any wave effect and any overtopping of water may be intercepted by the open dock areas. accordingly it is suggested that ground levels of above 6.2 metres AOD would be safe from all but extreme circumstances.

#### **Engineering issues**

##### Levels

4.16 The main issues requiring resolution are:

- the future of the tidal basin near to the barrage
- the mixed levels and retaining walls between Fabian Way and Langdon Road.

4.17 Otherwise existing ground levels are not anticipated as being a significant constraint on development.

#### Main trunk sewer

4.18 The main trunk sewer which connects to the main Wastewater Treatment Works follows the general line of Langdon Road. For much of this length it serves as a combined sewer storage tunnel. It does not represent a major obstacle to development although wherever possible it would be preferable to avoid building directly over it. In the event that development over the sewer is required then approval will be required from Dwr Cymru Welsh Water (DCWW). Network Development Consultants, Hyder Consulting Ltd, P.O.Box 10, Pentwyn Road, Nelson, Mid Glam, CF46 6XZ should be contacted in the first instance as Network Controller for DCWW, so that guidance can be sought. It is critically important to ensure that access shafts to the sewer are kept clear of development. Manholes C and A adjacent to Shafts 1 and 4 (see Plan 3) provide the easiest and preferred connection points, for new sewer lines introduced to serve development areas. Prior consent from the Network Development Consultants for Dwr Cymru is required for such works (Address as above).

#### Surface Water

4.19 Surface water generated by the development will not be permitted to be discharged to the public sewer system. Alternative methods of disposal will need to be implemented. This may require consent from the appropriate authority.

#### Canal protection corridor

4.20 The Local Plan requires a 20m reservation to accommodate any future construction of a canal link between the Tennant Basin and Price of Wales Dock, and between that dock and the Tawe Barrage basin a 14m reservation is required. (See Plan 5 and paragraph 5.33).

4.21 Whilst a specific route is identified, the essential requirement is to retain the opportunity for a link. It may be possible therefore to vary the exact alignment of the reservation to facilitate the most effective layout of development in the vicinity. Details relating to this issue will be the subject of further evaluation through the consultation process.

#### **Misc issues**

4.22 The City and County of Swansea has control of the River Tawe basin with the exception of a narrow strip of water extending approximately 6 – 10m from the eastern bank and for a length of approximately 400m north of the barrage. Ownership of this limited area is vested in WDA and carries with it only very limited mooring rights.



## **5. DEVELOPMENT PROPOSALS**

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### **OVERALL STRATEGY**

5.1 The broad strategy for the area is set out in Section 2. It is about creating a modern, diverse high quality new sector of the City. Port Tawe is intended to integrate with the City Centre and Maritime Quarter to create a primary waterfront development focus that is unique, and can lead Swansea into a new era of its development. It forms an important element of the “Swansea Bay Arc of Opportunity”. The specific aims which serve this are as follows.

### **5.2 Strategic Aims**

Port Tawe should:

- i. Provide a major extension of Swansea’s waterfront development zone / destination.
- ii. Contribute to the development of Swansea’s image as a “Waterfront City”.
- iii. Complement, and not compete with, the City Centre.
- iv. Increase the range of housing choice in Swansea.
- v. Add a quality new element to the employment location / sites portfolio.
- vi. Integrate with the Maritime Quarter and the Old Town Quarter of the City Centre.
- vii. Provide positive benefits for St. Thomas and Port Tennant.
- viii. Achieve a high standard of design with an integrated identity and sense of place.
- ix. Contribute to a modern, innovative, high quality image of Swansea.
- x. Achieve a comprehensively developed form rather than disjointed plots.
- xi. Provide an integrated approach to the provision of safe and effective access for all groups in the community.
- xii. Positively promote development of the commercial docks function and schemes to enhance linkages with the Irish Republic and other locations.

5.3 Proposals for delivering these aims are set out below in terms of land use, access, engineering issues, character and design.

### **LAND USE PROPOSALS**

#### **5.4 Land use objectives**

- i. Encourage growth of commercial docks activity and other employment development in the docks area.
- ii. Docks development activity and operations should not be prejudicial to nearby redevelopment.
- iii. Land uses in Port Tawe should be complementary to the City Centre.
- iv. Port Tawe should be a mixed use development the principal elements of which are high quality employment and residential development together with ancillary leisure and service uses.
- v. Employment development schemes should provide significant opportunities for growth and clustering of knowledge based enterprises.
- vi. Residential development should achieve sufficient critical mass to reinforce the waterfront area as a residential location.
- vii. Provision of hotels will be encouraged.

- viii. Retail development should be limited to meeting local needs and should not prejudice the City Centre or other planned retail and trade locations, or the overall employment and residential role of Port Tawe.
- ix. Leisure, tourism and catering uses as well as being complementary to the City Centre and the Maritime Quarter should reinforce the waterfront as a visitor destination, and provide facilities for residents and employees in the area.
- x. Leisure, tourism and small scale specialist retailing should contribute to the creation of an attractive mixed use riverside environment.
- xi. A “finer grain” of land use deriving from smaller units, high densities and a greater deal of mixed use should be achieved in the riverside areas.
- xii. Opportunity should be retained for a strategic leisure facility eg arena.

### Land use overview

5.5 The proposed general distribution of land uses is set out in the Development Proposals Plan (Plan 4). In summary this consists of:

- An “**innovation**” area at the Kings Road entrance, based on the Technium concept.
- A **mixed use area** between the Barrage Basin and Prince of Wales Dock. This should include leisure uses to reinforce a destination centred on the Barrage Basin.
- A **dense residential cluster** with employment and leisure uses intermixed across the barrage from Spontex, reinforcing the rivermouth as an intensive residential area.
- A **mixed use residential and B1 area** along the northside of Prince of Wales Dock.
- **High quality business park** between Langdon Road and Fabian Way, east of the innovation cluster.
- A **prestige site** is earmarked at the east end of Prince of Wales Dock for longer term development of a landmark scheme.
- Opportunities for **B2 General Industry and B8 Storage / Distribution** are identified on vacant land adjacent to the commercial docks area.
- A **cluster of service uses** adjacent the recently constructed Docks entrance.

NB Mixed use will promote sustainability by supporting integrated transport and reducing the need to travel by providing opportunities to live and work in proximity.

### Employment Development

5.7 **Technium innovation cluster.** This is targeted on knowledge based operations including start up and R and D type activity sometimes with linkage to the University. Technium 1 is complete. Further Technium development is anticipated. No eastern limit to this area is proposed and a flexible boundary with the adjacent campus business park is identified. It is anticipated that this area will be developed within the 5 year period.

5.8 **Business Park.** As indicated above the western boundary is not fixed at this stage. It is intended that the Business Park integrates with Technium. It will provide opportunities for “grow – on” from Technium and also for separate initiatives including locally developed and inward investment. The area should be primarily for B1 uses and could accommodate a range of accommodation types. A relatively high density of employment is envisaged. No rigid design, size or height requirements are proposed but buildings should be of good quality appropriate to such a prime location and incorporate quality landscaping which cumulatively creates an integrated setting. It is not anticipated that a significant proportion of this area will be developed within the 5 year period. The speed of growth beyond the initial phase will be determined by transport infrastructure capacity for the wider central area. This will be an important consideration in Transport Assessments for specific schemes.

5.9 Further B1 opportunities could also be available interspersed with residential development along the **north side of Prince of Wales Dock**. It is not currently envisaged that such schemes will be commenced within the 5 year period.

5.10 In the longer term there is potential for **further quality business park** development on the **south east edge of Prince of Wales Dock**. A degree of flexibility needs to be retained in this area until the requirements of longer term use of the “prestige” site adjacent are known. The “prestige” site could ultimately be a B1 opportunity for an HQ type scheme, but this is not anticipated before the medium term. There could also be more general industrial requirements arising from the land’s proximity to the operational dock area.

5.11 Land is allocated for **B2 (General Industry) and B8 (Distribution / Storage)** in the area north and east of Kings Dock. This could be used in association with operational docks activity or independently. It would also be suited to accommodating employment uses displaced from the Port Tawe area that wish to remain in the general area. Immediately adjacent to this area a recycling operation is to be implemented. This will be strictly controlled to ensure compatibility with other uses in the area.

5.12 **Ongoing commercial docks activity** outside of the area identified as Port Tawe is expected to continue. This will focus on the Kings and Queens Docks. In addition to the general trade in Kings Dock the potential exists to create a sea / rail / road freight interchange facility between Kings and Queens Docks. Resource bids have been submitted. If successful not only would there be considerable additional trade potential environmental conditions would be radically improved. There may also be possibilities for a Freeport in the future, with value adding potential that could bring. Proposals are also being brought forward to improve screening of the coal quays.

5.13 Rail access to the north side of Kings Dock could also be rationalised. This could facilitate a more efficient layout of development plots in the industrial allocation to the north of the dock access road.

5.14 In addition to ongoing activities at Queens Dock there is a specific opportunity at the west end, south of the dry dock area to provide yacht moorings and repair / maintenance facilities, together with facilities for trawlers.

5.15 Within the commercial docks area hazardous uses and substances should not be located where they would inhibit the wider redevelopment proposals. It should be noted that whilst extensive Permitted Development (PD) rights exist for docks related development, where developments are subject of Environmental Impact Assessments Regulations the PD rights do not apply.

5.16 The opportunity for increasing services from the Ferryport are being explored. Considerable potential exists for Swansea Docks to act as a landfall connection between southern Eire and continental Europe.

### **Residential Development**

5.17 Three main locations are envisaged:

- i. Within the proposed ***mixed use area*** between Prince of Wales Dock and the Barrage Basin. Schemes could include river edge new build and conversion of the J Shed possibly in association with other complementary uses. It is anticipated that this development could take place within 5 years. Dwelling numbers will be dependent on the land use mix and design solutions.
- ii. A main residential cluster to the ***north of the Ferryport***. The existing tidal basin could be filled to extend the developable area. This could in total provide 9.45 Ha. High density is anticipated. This would be likely to provide in the range of 800 - 1200 homes. To achieve higher densities it is anticipated that the designs will include elements of medium and high rise. A fixed approach to design is not stipulated but should complement the Spontex scheme across the river to the west. Within this main residential cluster compatible employment and leisure opportunities including a commercial leisure anchor use, and other uses will be acceptable as they will contribute to diversity of activity and create life and interest and help establish a vibrant mixed use area. The balance of the land use mix though should orientate towards residential. It is proposed that development in this area should commence in the 5 – 10 year period.
- iii. ***North edge of Prince of Wales Dock***. A density similar to the Maritime Quarter is envisaged in this area. On that basis in the order of 350 homes could be accommodated in a mixed use scheme. An integration of elements of B1 and ancillary use with the housing would be expected. Except in the westernmost area it is not anticipated that significant development will commence in the 10 year period.

### **Social Housing**

5.18 Due to the scale and location of the residential development opportunities an element of social housing is likely to be required in accordance with Development Plan policy. As each phase of development is planned the Director of Housing will assess current need and what specific requirement, if any, is to be sought and what the mechanism for delivery is to be. Whilst primarily a Building Regulations issue, the building of homes to a "lifetime standard" is encouraged.

## **Hotel development**

5.19 Opportunities exist for both higher and budget market hotels. Appropriate locations include:

- Adjacent main access points.
- On the waterside near to the barrage.
- Other locations may also be acceptable.

## **Leisure and Tourism development**

5.20 To help facilitate the establishment of *the “rivermouth and Old Town destination area”* the location of a commercial leisure use would be appropriate in the area between the tidal basin and the River Tawe provided that (a) the two proposed footbridges over the Tawe are constructed, and (b) the use is not diverted from the City Centre where it would preferably be located in terms of a sequential test and where it could reasonably be expected to be implemented in the short term. A3 uses (bars, restaurants) would be appropriate within the riverside mixed use area and have the potential to help establish a “leisure circuit” around the barrage basin. There is a particular opportunity adjacent to the barrage. Secondary opportunities also exist near to the area’s “entry points”, possibly in association with hotel development.

5.21 *Tourism attractions* will be considered on their merits. They have the potential to reinforce the riverside area and west end of Prince of Wales Dock as a component of a wider waterfront tourism destination.

5.22 Other leisure uses geared to serving the area and which comply with the objective of complementarity with the City Centre may also be acceptable.

5.23 The above opportunities could be implemented in the early years of the project.

5.24 The concept plan also identifies a particularly important site at the eastern head of the Prince of Wales dock as having potential for a larger scale attraction, or facility ( eg Arena), should the opportunity arise in the market. It is not anticipated that this would be likely in the short term. All such proposals will need to accord with Health and Safety Executive advice.

## **Shopping development**

5.25 Large scale retailing is not proposed to be located in the area, in accordance with Development Plan policy. *Small scale retail* (as defined in the Local Plan) to serve the localised needs of the area will be appropriate however and should be properly integrated into area design solutions. Also small scale speciality retailing serving tourism activity will be appropriate within the mixed use area to reinforce its destination character.

## **Community Facilities**

5.26 Support services such as medical surgeries and creches should be integrated into residential development areas. No specific allocations are therefore made.

5.27 No school site is allocated in the area. *School provision* will be made by existing schools in the wider area. Some improvements will be needed to these facilities to accommodate the increased demand. Contributions towards upgrading existing facilities to a standard that can properly serve the increased needs resulting from the new developments will be sought from developers by means of S106 planning obligations. The specific contributions required will be assessed at the time individual planning applications are determined.

### **Landscaping and open space**

5.28 The character of Port Tawe will be primarily built urban, capitalising on water edge (see Character section). Appropriate landscape (hard and soft) for individual sites will be identified in briefs and will be determined in the total design context of specific planning applications.

5.29 In this context the main use of land for landscaping will consist of:

- i. A continuous landscape belt along the ***Fabian Way frontage***. This belt should accommodate:
  - (a) a 3m wide joint use footpath / cycleway which could replace the existing roadside footpath and
  - (b) a 3.65m wide reservation for a possible future bus lane. This could incorporate the space occupied by the existing roadside path and the balance could simply be grassed in the short term.

The joint use path should be separated from the bus lane reservation by a planted area of minimum 3m width with some variations to create interest, and be flanked on the south side by a minimum of 3m of further landscaping. This area should integrate with the landscaping to be provided as part of future frontage development schemes. There will be no rigid building line for the frontage and in places the total landscape depth will be substantial. At other locations high quality built elevations could closely relate to the landscape belt. It is important that these works are implemented in the short term as it is anticipated that full build-out of the eastern part of the Business Park will not be completed for several years.

- ii. A high level ***“green cycleway corridor” into Port Tennant*** via the disused railway bridge over Fabian Way. This will effectively form a linear park and should link with the Fabian Way landscaping.
- iii. The ***canal route protection corridor*** (see 5.33 below) provides an opportunity to contribute to a landscaped link to the Sewage Treatment Plant landscaped area. This opportunity should be retained for future implementation. There may also be further opportunity in the future to link this corridor to the seafront in association with redevelopment of the tank farm area.

5.30 Where areas of public realm (both hard and soft) are intended to be adopted by the Council commuted sums for their ongoing maintenance will be required. These will be agreed with the Culture and Recreation Department as schemes are progressed. If such areas are not to be adopted then suitable measures for their ongoing satisfactory maintenance will need to be agreed.

5.31 Whether there is need for play provision within housing phases will be assessed in terms of the specific housing types and anticipated residents. The approach towards maintenance of such areas will be as set out above.

### **Use of water areas**

5.32 Once commercial use of the *Prince of Wales Dock Basin* ceases there will be need to create interest and make positive use of what could otherwise be an extensive, uninteresting water area. Options to be explored include: further marina use (although it will be important not to prejudice existing marina operations that have underpinned the establishment of the Maritime Quarter and the concept of the Swansea waterfront regeneration area), sports activities including rowing and sailing training, arts and water sports events, and water features. Proposals to extend development sites and public access areas on to / over the water areas could be effective and will be assessed on their merits. Floating restaurants and even house boats could also be considered on their merits. The possibility of use of the commercial docks lock for pleasure craft is a possibility subject to suitable management arrangements. There is also potential for a role as a base for sailing holidays, and if the canal scheme proceeds, as a base for canal cruising. Boat taxis also have potential as the development proceeds. These could also link with the Maritime Quarter and the Yorkshire Imperial and Morfa locations upstream.

5.33 A *Canal route protection and landscape development corridor* 20m wide should be retained to link the Tennant Basin with Prince of Wales Dock, and a 14m wide link from the Dock into the River Tawe. As noted earlier the precise location of the link is subject of some flexibility to minimise disruption to development opportunities. The option also exists for an alternative link to the River Tawe via the tidal basin. The Development Plan protected corridor is shown on Plan 5. An optional route is shown on Maps 4 and 5. Construction of the canal is not a requirement of the development. The link to the River Tawe barrage basin could however be beneficial in achieving positive use of the Dock water space should it not prove acceptable to use the main docks lock. Alternatively a separate link between Prince of Wales Dock and the tidal area downstream of the barrage to serve marina – type activity would also be acceptable.

5.34 Limited opportunities only exist for the provision of boat moorings along the east bank of the barrage basin as an access corridor along the river needs to be maintained. Allowance should be made for providing access points for passenger boats (eg water taxis) on the river frontage of the mixed use area.

## **ACCESS PROPOSALS**

### **5.35 Access Objectives**

- i. Improve pedestrian, vehicular and public transport access into the area for all groups in the community.
- ii. Minimise conflict between inappropriate docks and ferryport traffic and Port Tawe.
- iii. Minimise adverse impacts of vehicles on the environmental quality and safety of Port Tawe.

- iv. Accommodate a high quality bus link to the City centre.
- v. Rail links to efficiently serve Kings and Queens Docks should be retained.
- vi. Provide a section of the National Cycle Route between the River Tawe and Port Tennant.
- vii. Provide new pedestrian links to the Maritime Quarter and Old Town Quarter.
- viii. Provide safe and convenient pedestrian links with St Thomas / Danygraig / Port Tennant.
- ix. Car parking provision should take into account both the needs of the development and the availability of alternative transport means.
- x. Provide public car parking at destination locations where appropriate.

### 5.36 Vehicle Access

- i. The broad pattern of access and separation of routes to Port Tawe from the Docks routes is set out in Plan 5.
- ii. Port Tawe should be accessed by a **new all-directional junction** at the location indicated on the concept plan. The design for this junction and its link to Langdon Road should be subject of detailed discussion with the Director of Technical Services. It should incorporate an at-grade pedestrian crossing of Fabian way. Once this new connection is completed the Kings Road / Fabian Way junction should be downgraded to left in – left out. Until such time as the new access and link to Langdon Road are provided development will be limited to the area hatched on Plan 5 subject to there being no unusual intensity of development.
- iii. The area to be primarily served by the new Port Tawe access (as indicated on Plan 5) should be designed as a **20mph traffic zone**. Heavy vehicles will be discouraged from this area other than for servicing purposes.
- iv. Other specific access requirements / issues are summarised on Plan 5.

### 5.37 Bus Routes

The Park and Ride facility for the eastern approach to the City Centre is to the north of Fabian Way. The route for buses from this site has finally to be determined, and the opportunity to provide a dedicated route should be protected. Options for this include: at-grade crossing of Fabian Way, a route over the disused Fabian Way railway bridge and ramp down to either Langdon Road or Fabian Way. See Plan 5.

Options for the **Park and Ride bus route** to the City Centre include use of Langdon Road, use of Fabian Way with bus priority measures at junctions and provision of a dedicated bus lane within the landscaping corridor. Whichever route is selected it is proposed that the bus route should be separated from general traffic on the Quay Parade river bridge by constructing a new bus bridge on the existing piers in the river.



It will also be important to ensure that the access pattern within Port Tawe facilitates convenient local bus services and connection to the ferryport. The layout of new development areas should accommodate a high degree of bus permeability.

#### 5.38 Pedestrian and Cycle routes

An extensive network of pedestrian routes is proposed. These are summarised on Plan 5. Most of the quaysides are proposed for public access and these should be interconnected by a series of strategic links. Outside of these routes and defined areas of public space the emphasis will be on providing secure private access and space.

5.39 The **National Cycleway** route is defined on Plan 5. It is proposed to run through the landscape corridors identified earlier.

Additional cycle routes may also be developed including along the south edge of the Business Park. These routes should also be available to pedestrians.

Public pedestrian routes should be provided along all the quaysides and to make the linkages indicated on Plan 5.

#### 5.40 Pedestrian / Cycle linkage to the Maritime Quarter

Two new **footbridges** are proposed:

- i. Over, or if necessary in the vicinity of, the barrage.
- ii. Between Technium 1 and Maritime Quarter Site 3 as indicated on Plan 4.

5.41 These links are essential for the integration of Port Tawe with the westbank and Old Town and reinforcement of the rivermouth as a destination, and to properly link Port Tawe with the City Centre via a safe, convenient and attractive route. The bridges are a requirement and consequently planning conditions will be applied requiring their provision, and a S 106 obligation regarding their construction will be sought.

#### Car Parking

5.42 Standing Conference standards will apply to developments in the area. Copies of these standards can be obtained from the Council's Technical Services Department. The standards will generally be applied as upper limits, and specific requirements of individual projects will be the subject of on merits considerations including the provisions of Travel Plans where relevant.

It should be noted that an addendum to Standing Conference standards is expected to be adopted shortly. Car parking provision should be made through a combination of "on-plot" and shared destination car parks at appropriate locations. "Blue Badge" parking should be provided in accord with the Council's Access Guide.

The Authority will also welcome innovative proposals which would reduce car dependence eg the establishment of "car share" clubs. Adequate provision should be made for cycle parking.

#### Railway

5.43 Rail linkage to the north side of Kings Dock and the area between Kings and Queens Docks should be retained. This would not preclude rationalisation of track routes to facilitate more effective patterns of development. The potential for a sea / rail / road freight interchange is noted earlier.

### Development Control Considerations - Transport

5.44 To ensure comprehensive appraisal a full **Transport Assessment** (TA) will be required for Port Tawe as a whole (as defined on Plan 1). This can most effectively be provided in relation to an overall outline planning application (see section 7). Within the context of an overall TA individual major proposals, or phases of the wider development, will be the subject of detailed specific assessments as they are brought forward. These TA's will identify works required as part of the development scheme within the site and that are required beyond the site, within the network, as a consequence of the traffic generated by the development. It is also anticipated that **Travel Plans** will be required for major developments at that stage.

## **ENGINEERING PROPOSALS**

### **Landform**

5.45 Site preparation requirements for different development parcels will vary with specific Site Investigation findings as schemes are brought forward. At this overview stage only two major proposals are identified:

- Infill of the tidal basin north west of the Ferryport. Whilst this is not a requirement and alternatives such as repairs to the banks could be acceptable, it is anticipated that infill will be the most cost effective solution and will maximise the potential development area.
- Levelling of the ground between Fabian Way and Langdon Road by means of a balanced cut and fill operation to create a largely single level development platform. This will increase visibility of the wider development area from Fabian Way which will reinforce the "city by the sea character" and facilitate a comprehensive layout of the proposed business park development.

### **Infrastructure**

#### Sewerage

5.46 The main sewerage connection points are most cost effective at the locations indicated on Plan 3. To accommodate links to these connection points either a new sewer be incorporated in a services reservation retained alongside the main distributor road routes (anticipated to be based on Langdon Road and Kings Road) or shafts 2 and 3 are improved to allow additional connections to be made at these locations. Individual schemes could then link to the "spine" sewer or via any of four shafts suitably spaced along Langdon Road.

#### Other Utilities

5.47 No unusual difficulties in supplying gas , electricity, water and telecommunications are anticipated.

5.48 It is proposed that a 2m services reservation be retained alongside Langdon Road.

## **6. CHARACTER AND DESIGN PROPOSALS**

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6.1 This SPG does not intend to be prescriptive about specific design solutions. The key test will be whether the objectives below and characteristics set out in Plan 6 are being delivered.

6.2 It is proposed that an Urban Design Framework be prepared by the developer (WDA). This should indicate how the objectives of the SPG are proposed to be met. It could serve as supporting information showing how individual development schemes contribute to the overall design and character aspirations.

6.3 The WDA may wish to consider how it can be ensured that the funding mechanisms and tendering processes deliver quality design.

### **6.4 Character and design objectives**

- i. Create an individual identity and image that sets it apart from competing cities, towns and developments in the region.
- ii. The form of development should contribute to the overall development of Swansea's image as a "Waterfront City".
- iii. Create a place that is a destination and which is enjoyable for residents, tourists/visitors and incorporates the principles of inclusive design for all groups.
- iv. A comprehensive master planned approach to ensure a cohesive and integrated, organic development form.
- v. Maximise benefit from the waterfront location and capitalise on vistas and water based activity.
- vi. Designs should reinforce an image of Swansea as an innovative city progressing into a new era.
- vii. The layout and design should complement schemes on the west bank, and create a high quality setting around the barrage basin.
- viii. Provide attractive new public realm with a network of water edge routes, links and focal points at key locations which also promote functional linkage with the west bank.
- ix. Contribute to enhancement of Swansea's eastern gateway.
- x. Increase visibility of the waterfront from Fabian Way.
- xi. Overall development form should incorporate variety in terms of scale, density, height and massing.
- xii. Prestigious, landmark buildings and spaces should be located at key locations.
- xiii. High quality gateway treatment of the main entry points.
- xiv. Provide interest through the detailing of buildings and spaces.
- xv. Treatment of the adjacent New Cut and St Thomas Station areas should continue this approach into the Tawe river corridor north of Quay Parade bridge.
- xvi. Developments which demonstrate best practice in terms of sustainable development principles will be encouraged.

## Design Proposals

6.5 In pursuit of the design objectives Plan 6 sets out a number of key characteristics that should be taken into account when more detailed design proposals are developed and serve as a design “bottom line”. In particular the following are highlighted:

- High quality elevations, in a themed landscape corridor along Fabian Way.
- A strong sense of “arrival” at Port Tawe.
- Landmark architecture at main entry points with views to the water areas created.
- Make the new development and water areas more visible from Fabian Way.
- Enclose the Prince of Wales Dock with high quality cohesive elevations along all dock edges.
- Encourage “colonisation” of the water area with development, particularly along the north edge of the dock.
- In the longer term landmark architecture at the east end of Prince of Wales Dock.
- Visual enclosure of the River Tawe barrage basin to create a strong sense of place that itself becomes a destination. There is considerable potential for the imaginative use of light in this context.
- Create an “icon” feature that will strongly identify Port Tawe in views from the Fabian Way bridge. The proposed footbridge provides an exceptional opportunity for this.
- Create focal points / spaces adjacent the barrage and footbridge.
- Landmark feature / building and viewing opportunities from the tidal basin area.
- Visual linkage between the tidal basin and Prince of Wales Dock.
- Use of the remaining historic buildings as features.
- Public access in attractive public realm along all water edges. The public realm should be of human scale through specific townscape treatments.
- Use of art features in the public realm, in particular at focal points.
- Measures to deal with dull, overlong views along Langdon Road.
- Landscape corridor linkage with Port Tennant.
- Green corridor linkage to the burrows to the east.

## % for Art

6.6 The % for Art policy applies to this area. The opportunity should be taken to introduce a themed approach to its delivery in the area. More detailed consideration of ideas and concepts will be the subject of further, separate discussion, but could pick up on strands such as maritime history and technological advance.

## Development Control - Design

6.7 Site specific *planning briefs* may be prepared for particular development parcels where necessary. *Design Statements* will be required for all schemes. These should set out the design principles of the proposal and show how it

meets the brief, complies with this SPG and the “urban design framework”, enhances the area and relates to the “evolving place”.

## **7. IMPLEMENTATION**

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### **General**

7.1 The key to the successful development of Port Tawe will be comprehensive development, socially inclusive design, integrated advance infrastructure works and ongoing maintenance of a cohesive and attractive environment.

7.2 To ensure this occurs adherence to broad land use and design / character parameters will be essential. This SPG forms part of the framework by setting out an overview of appropriate land uses and their distribution together with a number of bottom line design and character objectives. It is intended that this should be underpinned by a clear design statement for the overall development prepared by the principal developer. It should be noted that the Council’s Access Design Guide applies to the area in association with the BS8300 Code of Practice.

7.3 Whilst the area has great potential, considerable pump priming investment not the least in terms of infrastructure and the public realm, will be required. A large part of such investment will need to take place in the early years but will need to be offset from development returns over the full life of the project. In this context it will be essential not only to adhere to agreed land use and design frameworks but to avoid piecemeal “cherry picking” developments that capitalise on short term market opportunities but do not contribute to the total infrastructure and public realm provision for the area. Comprehensive development and unified ownership will be significantly beneficial in this respect.

### **Development Control**

7.4 In addition to basic statutory requirements the development control approach to the project will be to ensure that the comprehensive, long term approach outlined above takes place. An outline planning application for Port Tawe as a whole supported by an Environmental Impact Assessment and a Transport Assessment, and preferably with supporting information in terms of an urban design framework will be sought. Conditions linking to the SPG will be incorporated and where appropriate S106 obligations will be sought. It should be noted that new guidelines for developer contributions are being prepared at the national government level.

7.5 See also paragraphs 5.44 and 6.7

**Phasing of Development**

7.6 Phasing of the development and associated access infrastructure requirements will need to reflect the adopted recommendations that derive from the ongoing Joint CCS / WDA Development and Transportation Study.

7.7 In promoting developments in Port Tawe in the short term, The Council request the WDA to pay particular attention to the need to use grant aid in a way which promotes a strong City Centre and which does not undermine the principles of the sequential test.

# Port Tawe - SPG

Plan 1

## Location Plan

— Port Tawe

- - - Operational Docks

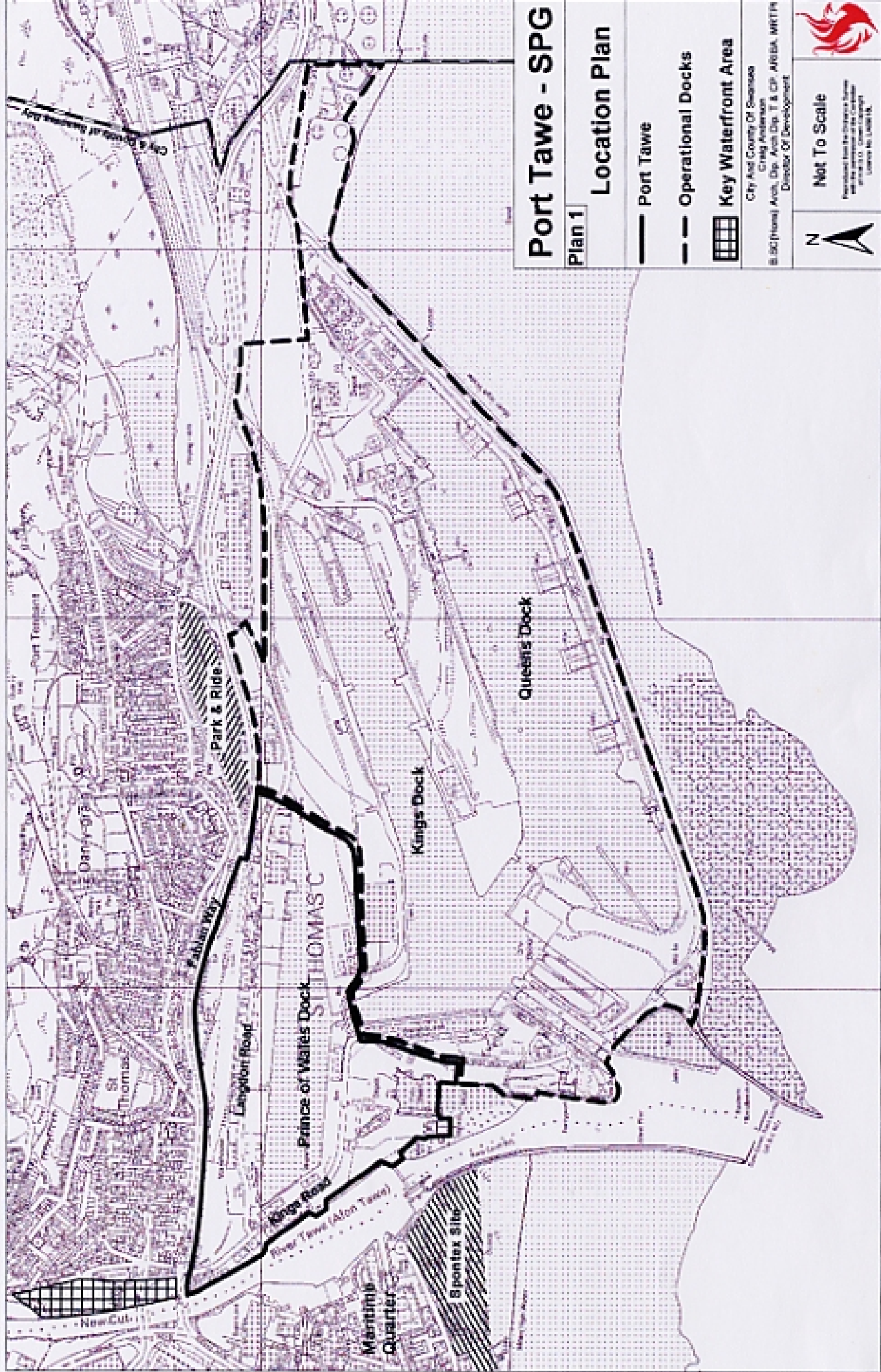
▣ Key Waterfront Area

City And County Of Swansea  
Craig Antennam  
8.52(Phone) Arch, Dip. Arch Dip. T & CP, ARIBA, MRITM  
Director Of Development



Not To Scale

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# Port Tawe - SPG

Plan 2

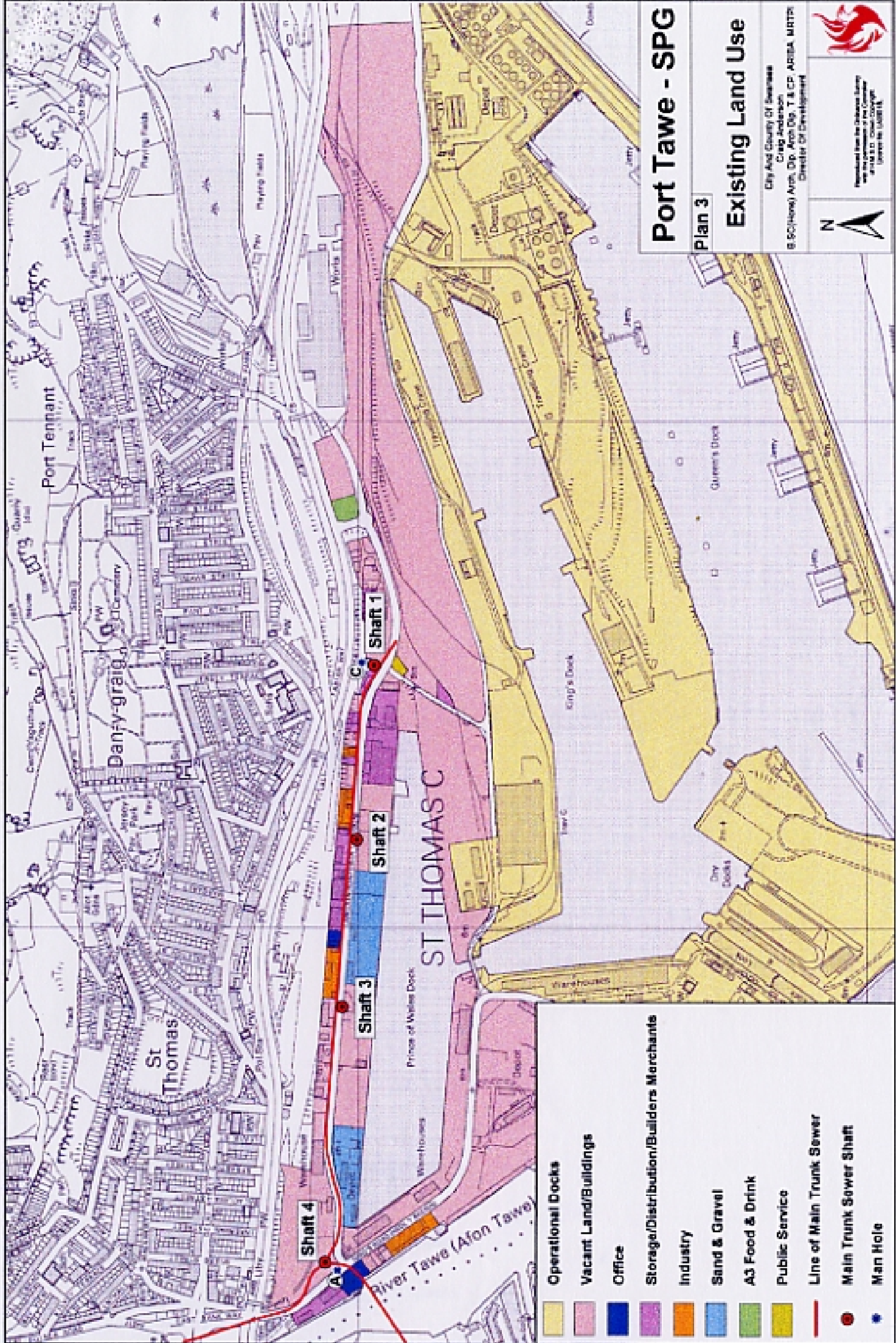
## Aerial Photograph

City And County Of Swansea  
Craig Anderson  
B.Sc(Hons) Arch, Dip. Arch Dip. T & CP, ARIBA, MRTPI  
Director Of Development



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# Port Tawe - SPG

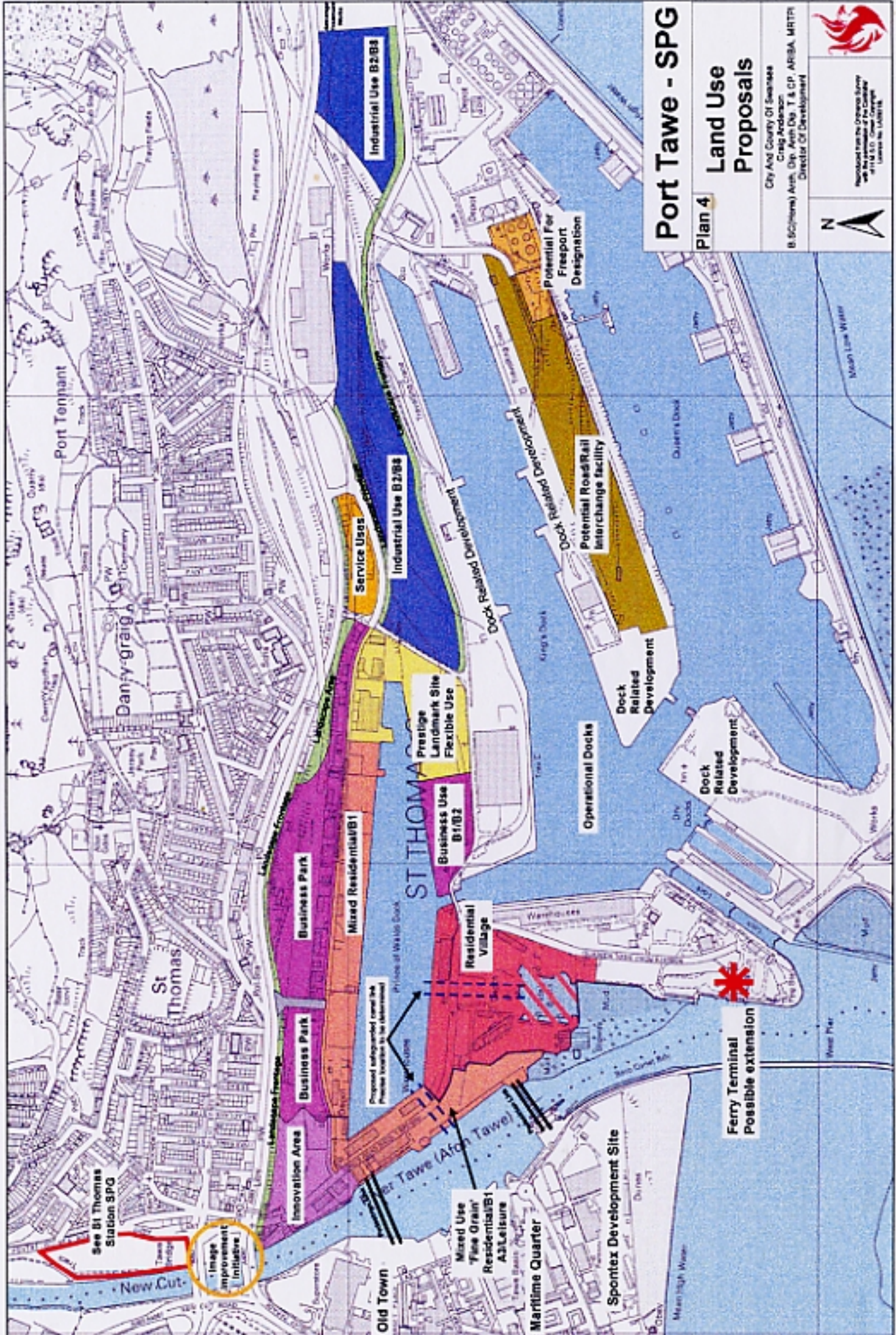
Plan 3

## Existing Land Use

City And County Of Swansea  
 Craig Johnson  
 B.Sc(Hons) Arch, Dip. Arch (Sp), T & CP, ARIBA, MRTPI  
 Director Of Development


  
 Prepared for the Swansea Bay  
 Development by the City and County  
 of Swansea  
 Swansea Bay  
 Swansea Bay  
 Swansea Bay

- Operational Docks
- Vacant Land/Buildings
- Office
- Storage/Distribution/Builders Merchants
- Industry
- Sand & Gravel
- A3 Food & Drink
- Public Service
- Line of Main Trunk Sewer
- Main Trunk Sewer Shaft
- Man Hole




# Port Tawe - SPG

Plan 4

## Land Use Proposals

City And County Of Swansea  
 Craig Anderson  
 B.Sc(Planning) Arch. Dip. Arch(Des.) T.A. CP. ARIBA. MRTP  
 Director Of Development

  
 Prepared from the Swansea Bay  
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See B1 Thomas Station SPG

Image improvement initiative

Ferry Terminal Possible extension

Industrial Use B2/B3

Service Uses

Industrial Use B2/B3

Industrial Use B2/B3

Potential For Freoport Designation

Potential Road/Rail Interchange Facility

Dock Related Development

Dock Related Development

Dock Related Development

Dock Related Development

Operational Docks

Operational Docks

Operational Docks

Operational Docks

Industrial Use B2/B3

Service Uses

Industrial Use B2/B3

Industrial Use B2/B3

Potential For Freoport Designation

Potential Road/Rail Interchange Facility

Dock Related Development

Dock Related Development

Dock Related Development

Dock Related Development

Operational Docks

Operational Docks

Operational Docks

Operational Docks

Industrial Use B2/B3

Service Uses

Industrial Use B2/B3

Industrial Use B2/B3

Potential For Freoport Designation

Potential Road/Rail Interchange Facility

Dock Related Development

Dock Related Development

Dock Related Development

Dock Related Development

Operational Docks

Operational Docks

Operational Docks

Operational Docks

Industrial Use B2/B3

Service Uses

Industrial Use B2/B3

Industrial Use B2/B3

Potential For Freoport Designation

Potential Road/Rail Interchange Facility

Dock Related Development

Dock Related Development

Dock Related Development

Dock Related Development

Operational Docks

Operational Docks

Operational Docks

Operational Docks

Industrial Use B2/B3

Service Uses

Industrial Use B2/B3

Industrial Use B2/B3

Potential For Freoport Designation

Potential Road/Rail Interchange Facility

Dock Related Development

Dock Related Development

Dock Related Development

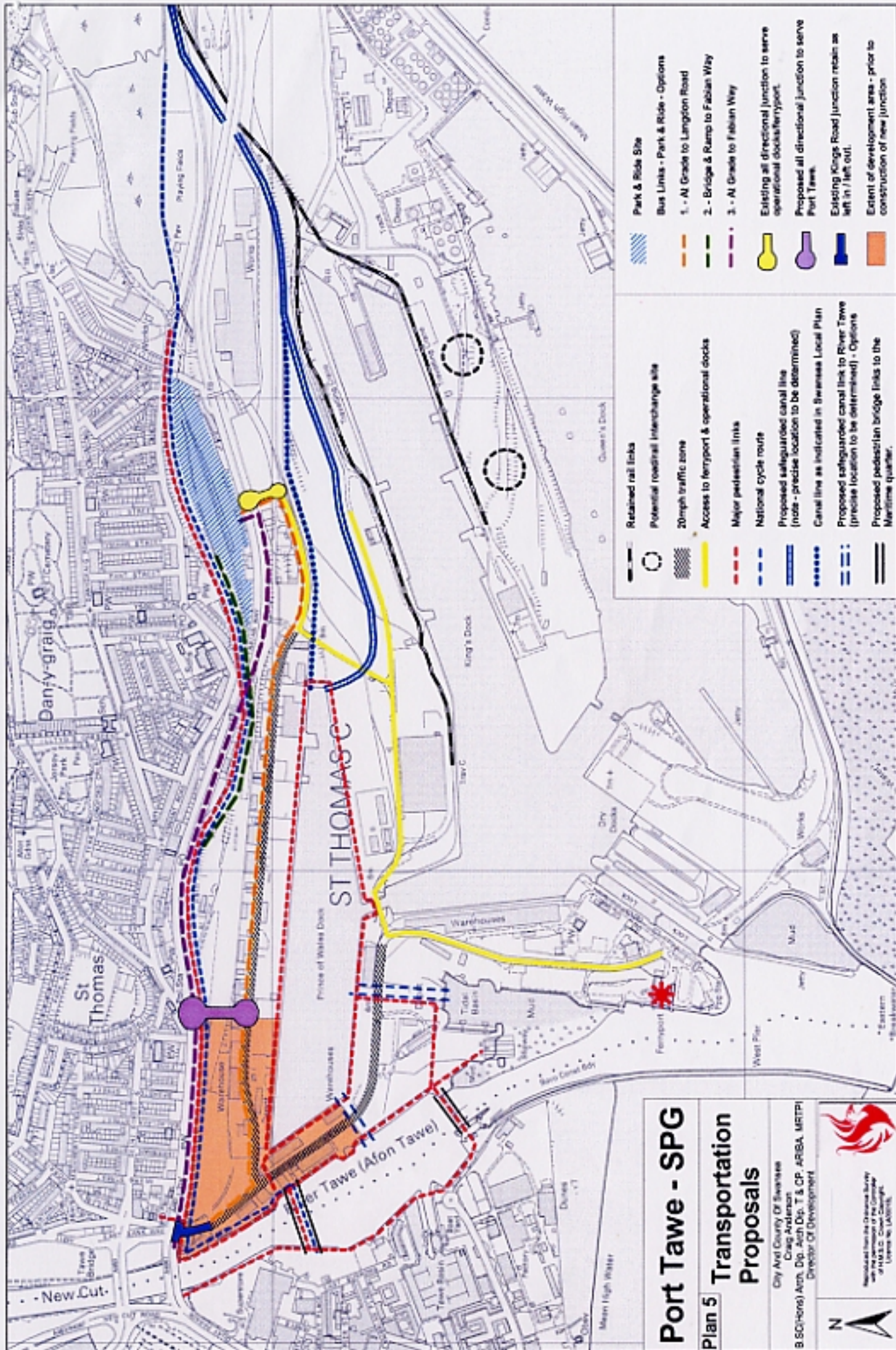
Dock Related Development

Operational Docks

Operational Docks

Operational Docks

Operational Docks



- Retained rail links**
- Existing all directional junction to serve operational docks/ferryport.
  - - - Proposed all directional junction to serve Port Tawe.
  - - - Existing Kings Road junction remain as left in / left out.
  - - - Extent of development area - prior to construction of new junction.
- Park & Ride Site**
- Bus Links - Park & Ride - Options
  - 1. - A1 Grade to Langton Road
  - 2. - Bridge & Ramp to Fabian Way
  - 3. - A1 Grade to Fabian Way
- Potential road/rail interchange site**
- 20mph traffic zone
  - Access to ferryport & operational docks
  - Major pedestrian links
  - National cycle route
  - Proposed safeguarded canal line (note - precise location to be determined)
  - Canal line as indicated in Swansea Local Plan
  - Proposed safeguarded canal link to River Tawe (precise location to be determined) - Options
  - Proposed pedestrian bridge links to the Maritime quarter.

# Port Tawe - SPG

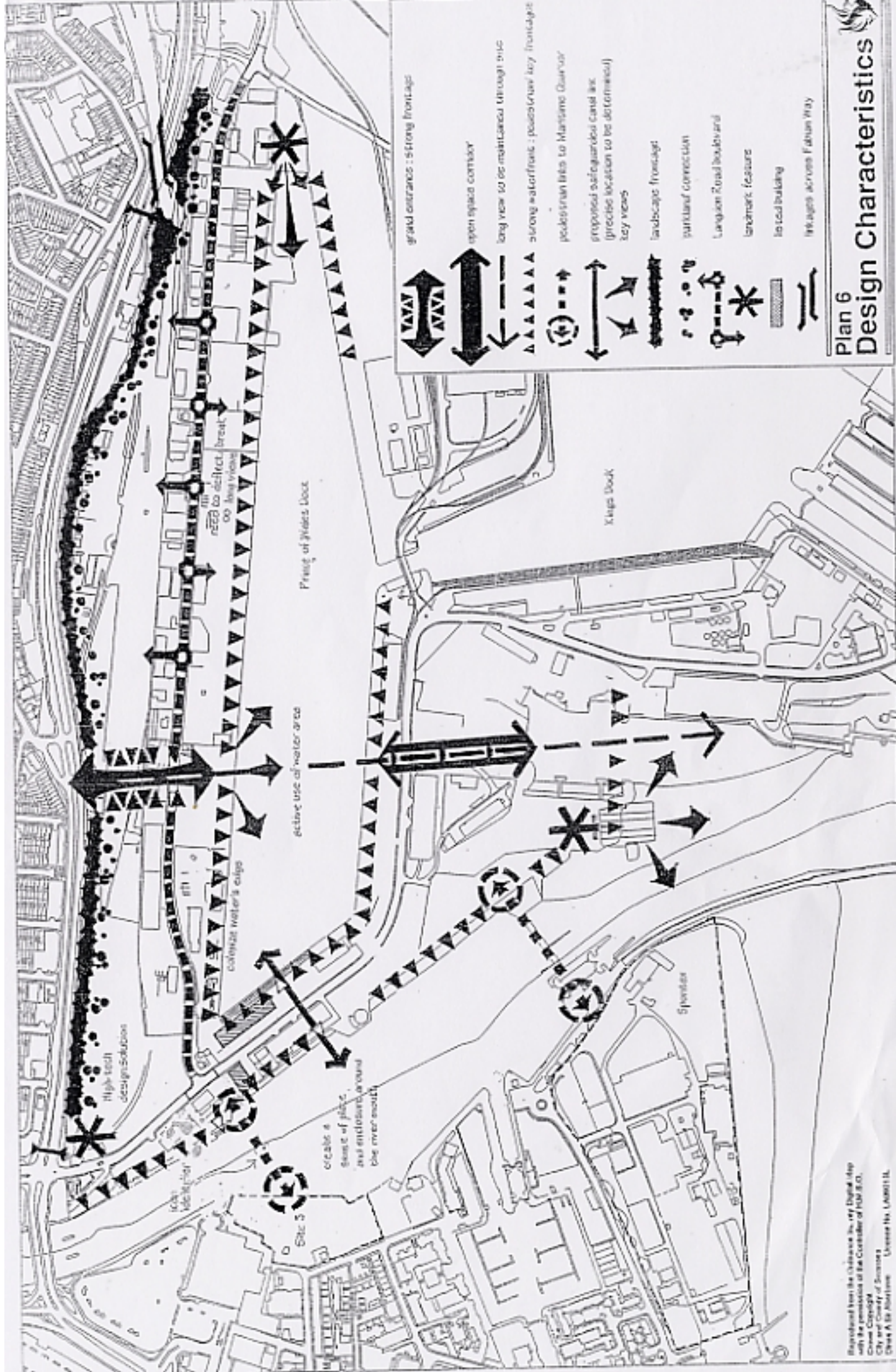
## Plan 5 Transportation Proposals

City and County of Swansea  
 Craig Anderson  
 B.Sc(Hons) Arch. Dip. Arch Dip. T & CP. ARIBA, MRTP  
 Director of Development

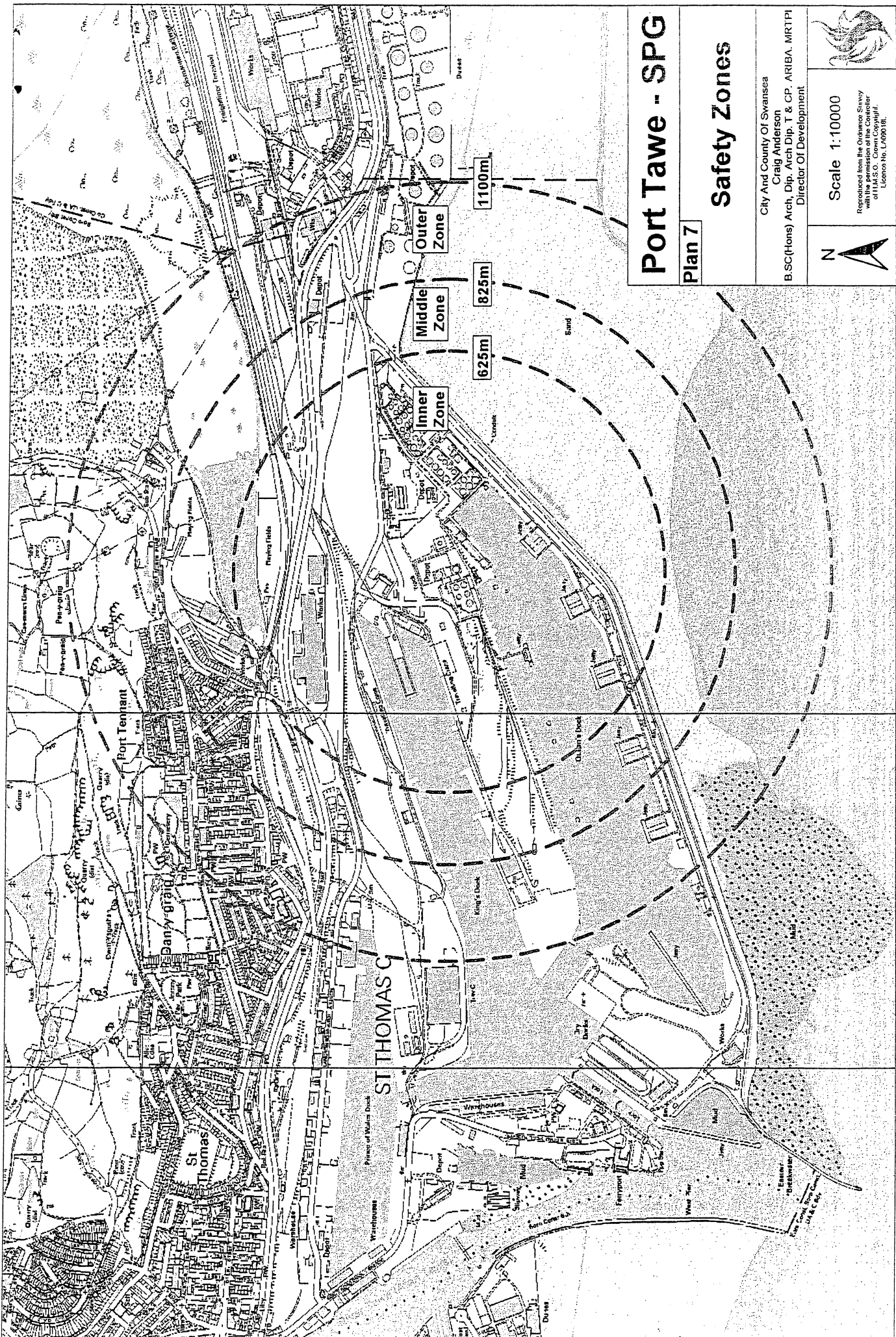


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Plan 6  
**Design Characteristics**



# Port Tawe - SPG

Plan 7

## Safety Zones

City And County Of Swansea  
 Craig Anderson  
 B.Sc(Hons) Arch, Dip. Arch Dip. T & CP, ARIBA, MRTPI  
 Director Of Development



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