



SWANSEA CENTRAL

Phase 1

Key Stage 4 Report



**Cyngor Abertawe
Swansea Council**

BY

Rivington
LAND

OCTOBER 2019

SWANSEA CENTRAL PHASE 1

Key Stage 4 Report – Draft

Subject to RH Board Approval

Confidential & Business Sensitive

SW Draft 07.11.19 Rev O (R)

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1.0 EXECUTIVE SUMMARY

- 1.1 This key stage 4 report is issued by Rivington Land to Swansea Council in its capacity as development manager for Swansea Central phase 1. Key stage 4 represents the conclusion of the design development phase and the recommendation to enter into the building contract and commence construction.
- 1.2 The report covers the following key subjects:
- Reviews the rationale for the Swansea Central regeneration project and the role of phase 1
 - Reiterates the scheme evolution
 - Describes the content of the scheme
 - It sets out the financial requirements of the project
 - Provides an update on all key matters impacting phase 1
 - Provides a commentary on the contractor procurement process
 - Sets out the delivery programme to completion
 - Assesses the ongoing risk profile
 - Provides an update on various aspects of detail such as digital, arts and leasing strategy
 - Sets out the development managers recommendation
- 1.3 Swansea City has been in continued decline for as long as 20 years, with various failed private developer-led schemes having been considered in that time. If Swansea does not address the current decline it will continue to worsen which will increase in pace as competitor locations who are investing grow and regenerate. Recognising this, the council has seen it necessary to intervene and has progressed and now completed a process, which looks to invest public money into a major regeneration of the city.
- 1.4 This has been undertaken by a research-based feasibility, which has encompassed the production of specialist reports by SIC, FSP and Amion and the creation of SCARF alongside other existing key policies, to include planning related policies and the Future Generations Act. The feasibility has reacted to nationwide more pronounced retail decline and now promotes as an initial phase a credible Arena-Led regeneration scheme. It has also concluded that doing nothing is not an option.
- 1.5 Swansea Central Phase 1 will deliver a 3500 capacity multi-functional arena with digital facade, 'digital square', public car parking, extensive high-quality public realm, coastal parkland, commercial units, residential units, hotel site for development and an iconic pedestrian bridge connecting the city centre to digital square and the arena and beyond to the bay.
- 1.6 Phase 1 will be a key driver in making the city a visitor destination of choice and is set to create significant economic benefits of circa £17.1m* net GVA per annum and create 680 net FTE jobs, excluding construction jobs, as well as improving Swansea's future prospects for growth.
- *source AMION report inc hotel & based on construction budget costs.
- 1.7 The development will build on Swansea's current Cultural offer and create an anchor for the City that will contribute to the wider regeneration of the city centre. The investment will provide the much-needed catalyst and momentum to inspire confidence in the City's future and will help attract future private sector investment whilst encompassing the requirements of the 'Well Being Act'.

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- 1.8 Design development has been a key part of the now completed PCSA / Stage 4 process and this has needed to be very detailed. Continuous reviews have taken place with all stakeholders which have taken the opportunity to improve the scheme through variations which have been incorporated into the approvals processes. Ultimately these additional works have been the key factor in the erosion of the project contingency to levels lower than that would be required for a project of this complexity and remaining risk – hence the recommendation to increase the Project Contingency.
- 1.9 Supporting this report and recommendation are technical reports from the wider Rivington Land team including Padstone, AECOM, IPW and Gowling relating to the PCSA/Stage 4 Design, the ATG Gateway 3 process, the form of building contract and contract sum (see appendices).
- 1.10 At the time of writing this report there are various matters, listed below, that are still to be resolved before we would recommend that the council proceed to the next stage and enter into the building contract with Buckingham Construction Group Ltd. It is anticipated that all the following matters will be resolved in the forthcoming weeks in parallel with the council’s reporting and decision-making process and regular updates on each of these will be provided ahead of Cabinet.
- 1.11 Matters to be concluded and resolved before entering the building contract (the preconditions):

1. Total Project Budget and Construction Contract Value

Objective: The construction cost needs to be finalised at a figure within the available allowance, within the original total, (estimated) project cost of [REDACTED]

To preserve the recommended minimum [REDACTED] contingency allowance (including any specific BREXIT related contingency currently not included) the construction cost to be agreed within the contract sum needs to be agreed at or below [REDACTED]

If the contract sum can be agreed at a level within the total project cost but at a level that does not leave sufficient contingency within the budget, we recommend that the approved total project budget is increased sufficiently to provide the necessary contingency.

Analysis in section 4.2 has shown that after taking account of the (net) construction saving at the concluding of the tender process and setting aside a sum for ‘Financial Risk’ (**Appendix 1**), the Project Contingency would fall short of what should be considered prudent for a project of this size and complexity. After discussion across the range of project risks, it has been considered practical to recommend that [REDACTED] is proposed to be added to the Total Project Budget (Refer Risk Section).

In addition, the council have indicated that [REDACTED] for staffing costs should be added and also that the council is considering the need to upgrade the wider city CCTV infrastructure and has requested that a further sum of [REDACTED] be included. This is not part of the construction contract sum

- [REDACTED] – adjusted Total Project Budget
- [REDACTED] – further allowance for City-Wide CCTV infrastructure
- [REDACTED] – staffing costs
- £134.820M** – Final Total Project Budget

2. ATG Deed of Variation

A deed of variation is required to the existing agreement for lease (AFL) with ATG to address:

- a. Alternate servicing access to protect the buildability of the hotel site
- b. Tenant variations and payment
- c. FF&E Schedule update with ATG commitments
- d. Inclusion of Landlord Variation re: Loges and increased income

In order to preserve the saleability of the hotel site and legally bind the tenant in respect of the commercial updates to the agreement this variation must be exchanged before the building contract is executed.

Documents are largely in agreed form and it is anticipated that the agreement will be exchanged by the 17th November.

3. ATG Gateway 3

As set out in the Agreement for Lease with ATG the tenant has the right to comment on the detailed design element of the construction specification. We would not recommend that the building contract is entered until ATG has confirmed its acceptance of the design details as disputes later on will carry cost risk for the council.

The Gateway 3 information has been provided to the tenant with a response due, and received on 15th October. This response has been assessed and updated on 5th November to a conclusion. The majority of the risk on any outstanding matters being carried by the contractor.

Note regarding unconditionality of the ATG agreement

The only outstanding conditions within the ATG AFL are the Site Investigation and Funding condition. The Site Investigation has been carried out and the below ground construction costs estimated with the contractor carrying the cost risk. These final 2 conditions will therefore be satisfied upon the council's approval of the budget and funding for the scheme.

A Cost Projection Brief (CPB) is also to be provided as part of the Gateway 3 pack – but it is considered non-material to the ability to proceed as this was put in the contract to protect the council from potential costs increases. Subject to the council approving the revised Total Project Budget, it will be able to discharge the funding condition, referred to above.

*CPB was issued 17 Oct 2019

4. Planning Conditions

There is one outstanding pre-commencement planning condition which would ideally be resolved before start on site which relates to the recent discovery of what has now been identified as a local contamination 'hot-spot' in the area of the North Block.

This is however a contractors' risk item (subject to concluding the contract matters) and is further mitigated by way of the North Block (main) works starting after Christmas 2019.

5. Building Contract

The building contract is in near agreed form with a limited number of outstanding matters.

As part of this aspect, the bond, the required insurances, building regulations (plans approval) and CDM matters need to be in place ahead of starting on site.

As part of the contract a 'Brexid Bond' is to be put in place in return for certain financial undertakings. It is recommended that the contract is not entered into until the options on this are fully understood and the council is satisfied with the recommendations of Gowling and the team.

The agreement needs to be finalised and the Professional Teams solicitor, Gowling, will need to report and recommend its suitability before the council should enter the agreement.

6. 3rd Party Agreements

The following agreements need to be concluded before the building contract can be entered:

- a. Deed of Variation of Waterfront Museum (WFM) Lease
- b. A 'Management Agreement' with the management company of the LC
- c. Imposition of title indemnity insurance relating to [2] unregistered portions of land and 1 portion of land to which rights exist for Mines and Minerals.
- d. Welsh Govt Restriction (2018) – there is a restriction which SC are in the process of removing / seeking consent to allow granting of scheme leases.

Legal advice relating to item (b) concludes that the council is protected from injunction, but legal advice on item (a) states that the council would be in breach under the terms of the contract with the WFM. Progress on this matter suggests that the council will be close to agreement, but may not have completed the Deed before needing to enter into the building contract. In this scenario the council would need to consider how matters are to be taken forward – noting that there has been continuous dialogue with the WFM and car parking arrangements have been managed throughout the enabling works period to a final closure on 21st October.

Regarding Title Indemnity Insurances, quotes have been received and a policy will be put in place ahead of start on site. A Welsh Govt restriction is also to be removed before leases can be completed.

- 1.12 In addition to the preconditions set out above there are two other significant matters that could impact programme and start on site being Tesco and Pobl (residential). Both matters have been ongoing for some time and unfortunately involve 3rd parties over whom Rivington Land and its Professional Team have little influence of control. The risk associated with these matters can be controlled and mitigated if the council approve the following recommendations.

1. Tesco

The completion of the Tesco Agreement is preventing the ability to complete the Wellington St Phase 2 works under the building contract with Buckingham. These works were brought into the project at the request of Tesco and are the preferred solution, but despite this, completing the Agreement has taken more time than could have been envisaged.

Whilst it is considered that this will be resolved ahead of the date which the works need to be commenced, but not guaranteed – an alternative Plan (B) design can be delivered.

Whilst this is not the ‘preferred’ solution, it is approved by council highways and instructions have been given to develop the design to the required level of detail and the option to switch between designs has been captured in the building contract.

It is recommended that Cabinet Approval is sought on the basis that the council will implement Plan B if Tesco Agreement is not achieved ahead of the critical path date which requires the works to be commenced.

2. Residential Agreement / Pobl

The main reason that final Agreement has not been reached with Pobl, the schemes residential partner, is that there has been a last-minute change to the way that Welsh Govt are to provide funding to Pobl.

The Agreement is otherwise almost there and an assurance report will be provided once final agreement is concluded. In the meantime, and ultimately if there is no agreement, it is proposed that the council will ‘step-in’ and Cabinet approval to this is sought. Further detail is provided in section 5.9.

1.13 There are then two further relevant matters:

1. Swansea Council Design Approvals

Before entering into the building contract, we recommend that the council satisfies itself that it is happy with the design specification.

Information has been issued and extensive reviews with stakeholder departments have taken place. A schedule of matters which the council accept are not resolved and can be managed during the construction stage has been agreed.

2. Total Annual Running Costs and Income

The principal that has been proposed is that future income will be set aside to cover the anticipated additional running costs of Phase 1.

The financial section in this report shows that the estimated net income at [REDACTED] is slightly ahead of estimated expenditure at [REDACTED].

It should be noted that the information that these figures have been derived from various assumptions and is largely based on Swansea Council departments specialist experience in running and maintaining car parks and public realm / parks and highways. It also includes inter-departmental payments, which Rivington Land cannot comment on. The figures are thought to be prudent but ultimately need to be monitored.

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There is a detailed exercise being completed regarding year on year income versus outgoings seeking to highlight the potential early deficit where rent free periods exist or lettings may not have been completed against reliance upon defects periods and lower initial maintenance costs.

Cabinet approval is sought regarding the estimated Annual Running Costs and Income, whilst acknowledging the inherent risk.

1.14 Risk

A robust assessment of risk has been maintained throughout the project life and the full (RAG) assessment can be found in the accompanying Project Management report. The main risks are summarised in Section 15 of this report and include BREXIT (now captured in the building contract) and a summary RAG schedule included in **Appendix 2**.

Doing Nothing: It is important to reflect on this significant conclusion from the early reports commissioned by the council. This early research and subsequent evidence has indicated that the perceptions of Swansea are poor, and that private investment will not currently be forthcoming. Retail has changed and so a public funded Phase 1 as a catalyst is required.

If Swansea does not address the current decline it will continue to decline which will increase in pace as competitor locations who are investing grow and regenerate.

Otherwise risks can probably be put into several distinct categories:

Business Plan:

- The ability to secure the annual income (notably in the early years)
- The ability to manage the annual (estimated) running / maintenance costs

Capital Cost:

- Construction Risk c4.5% and thereafter an equivalent 2%
- Build (Non-Contract) – ie directs, Church Hall and remaining client-side Prov Sums
- Programme
- Digital
- Commercial Lettings (inc 'pod' in the park)
- Hotel (inc public lift & 'interface')
- Phase 2 'interface'
- Professional Fees and Legal Fees
- Variations
- Claims
- Financial Risk Register (Rev J)

The construction related aspects are to a degree more easily determined but the others are more difficult due to their varied nature and the requirements of the council in the context of wider priorities. Having discussed the above with the client a sum equivalent to [REDACTED] of the remaining build cost of [REDACTED] has been set.

2.0 BUSINESS CASE**2.1 Background**

Swansea, not unlike many UK cities has been suffering decline in visitor numbers due to the seismic shift in shopping patterns. Further, the city centre has become tired, more disjointed and continues to be of a mid-market, discount / convenience nature, lacking in more aspirational retailers and failing to be attractive to all its prime catchment population.

The city centre suffers underlying but worsening anti-social behaviour issues and has a poor perception, locally, regionally and nationally.

There is a continued risk that without investment further existing quality occupiers may leave the city and it will fail to attract new entrants. Meanwhile other competitors continue to economically grow.

One of the city's most powerful and unique attributes is Swansea Bay and beach front however unfortunately, despite its proximity it is very disconnected from the city centre and many visitors fail to know it is there.

Swansea Central Phase 1 is the key scheme that contributes to the Council's Corporate Plan objective to transform and create a vibrant and viable City & Economy. The project design is also fully compatible with Welsh Government's adopted policies and best practice on place making, economic regeneration, and reflects the objectives identified in the Well-being of Future Generations Act, A prosperous Wales and other relevant guidance.

2.2 Swansea City Centre Economic Analysis

Before commencing the delivery of the Council's regeneration agenda, a programme of evidenced based research was undertaken to identify the city's strengths and weaknesses and what responses were required to regenerate Swansea. A Retail Capacity Study was undertaken in 2013 by The Strategic Insight Company (SIC) which concluded that due to economic and viability issues that the private sector will not invest in major regeneration projects in Swansea in the short term.

The SIC research demonstrated that the city has been in decline for many years with a deteriorating city centre offer and substantial financial leakage out of the city. It identified that private sector investment will not be forthcoming in the short term and the council's proposed initial investment should seek to change perceptions of the city, create investor interest and confidence that would act as a catalyst to encourage future phases of private sector investment.

In addition, the report clearly set out the overwhelming need for change and that doing nothing was not an option if the city's decline was to be arrested and it wished to remain competitive. It identified a £158m trading gap or lost expenditure that could potentially be clawed back if successful regeneration was delivered.

This research informed the preparation of the Swansea Central Area Regeneration Framework (SCARF) which has become the route-map for city centre change and the regeneration of the city. In order to ensure and

support the delivery of the key projects identified through SCARF the Council with regional partners, sought and secured a vitally important £1.3Bn City Deal.

A separate report originally produced in 2013 and subsequently updated in 2016 by retail specialist analysts, FSP, stated:

‘Swansea City Centre has historically lacked investment. As a result, its retail offer fails to meet the requirements of shoppers, both in scale and composition. The city’s retail economy has been further impacted by the proliferation of retail parks located on the edge of and around the city centre and trading performance in the city centre is consequently weak.’

The figures from the FSP report identified a Principle Shopper Population of 228,000 from a resident population of 535,000 (primary, secondary & tertiary) which represents a poor customer penetration of only 43%. It identified a trading gap of c £170M and that in a do-nothing scenario, the shopper population and spend decrease by -4%.

Since the publication of these reports we have witnessed the well documented continued decline of our national high streets which has only exacerbated the city’s issues and the ongoing impacts of Brexit.

Another measure of footfall benchmarks across the UK by ‘Springboard’ which is a monthly update suggests that UK high street footfalls have shrunk back c4.8% year on year (report dated April 2019). Shopping centres reduced typically 3.6% and retail parks only 0.8%. The Wales comparison is high streets - 2.1%, shopping centres 6.3%, retail parks -2.3%

It is recognised that this research is retail focused, but at the same time consideration was made regarding the ability to include in the scheme other uses such as offices and educational uses (the university) which concluded that these were also not a deliverable alternative at that time.

2.3 Site History

Historically, plans to redevelop the city centre have had several false starts spanning some 20 years. Most recently, Hammerson plc, one of the UK’s most substantial retail developers and landlords failed to deliver a comprehensive scheme on a major part of the city centre, including the subject site due to inadequate financial returns and overall demand triggered initially by the 2007 recession and subsequently the structural change in town centres.

With the private sector unable to deliver the required regeneration of the city, the council firstly acquired the deteriorating St David’s Shopping Centre with the assistance of Welsh Government grant funding and demolished the larger part, turning this into an income generating temporary car parking. By taking ownership of the land, the council assembled several city centre sites (during the extended recession) to allow development to more easily come forward in the future – to include the city centre regeneration site.

During 2016, advised by Cushman and Wakefield, the council initiated and concluded a public procurement process for Areas 1 and 2. This process sought either a development partner or development manager. There were no acceptable development partner tenders received, further highlighting the lack of private sector investment capital available and hence Rivington Land (RL) were appointed as the development manager for Area 1 (the city centre regeneration site).

Rivington Land's original submission identified the LC car park as a potential site for a major cultural or leisure destination to include an arena, identifying that Swansea needed a major attraction to anchor the development particularly in the absence of the traditional department store anchors for retail schemes.

The council's stated aim of appointing an experienced development manager was initially to explore feasibility options for differing uses of the site and to analyse and recommend the most appropriate way forward.

2.4 Evolution of the brief

Rivington Land whilst noting the conclusion of the SIC report, undertook the feasibility of several scheme options including, in accordance with the original brief, a major retail led scheme with several anchor tenant options.

The retail market at that time was significantly weakening and undergoing 'structural change'. Feedback was sought from major national high street brands not represented in the city and a common theme in the response was that Swansea was not a sufficiently compelling opportunity given the market uncertainty. In response to this feedback and in conjunction with Cushman & Wakefield, Rivington Land advised that a 'retail-led' scheme was not deliverable in the current economic climate. It was however identified that a significant leisure offer, that would change perceptions of the city, would be the sort of catalyst necessary to kick start the regeneration of Swansea. It was also noted that elsewhere, cities that were faring better and more forward looking were those that were addressing stakeholders' perceptions of their environments and making the centres more attractive places. Numerous notable examples of this were identified in Hull, Liverpool, Glasgow, Chester, Sheffield, Bolton and Coventry.

As part of the Rivington, IPW, the major entertainment venue specialist, produced a detailed report on the potential operator demand for an arena in Swansea and the size and type of events that Swansea could attract. This report concluded that there was strong market interest in operating a mid-sized venue and conference centre and that Swansea would sustain and attract a wide variety of national productions.

This then led to the decision to re-sequence and phase the scheme, bringing forward the leisure anchor into a first phase with the ability to further review the deliverable retail content of future phases against the most appropriate mix of uses, appropriate to the respective markets at that time. This decision has been further endorsed as currently there are no pure retail schemes being delivered in the UK and schemes that had progressed have either been put on hold or failed.

Building on the IPW report an 'arena-led' scheme option was developed, and an independent economic benefit analysis was commissioned from market leading economists, Amion Consulting.

The Arena-led first phase was assessed by Amion, looking at the wider economic benefits to the city, the region and Wales, focus on reducing leakage and increased expenditure in the city. These findings are summarised below and reflect the scheme being delivered (refer to the Amion report – **Appendix 3**).

City region figures can be seen in the second column.

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Table 5: Summary of Swansea City Centre Phase 1 Regeneration Programme economic impact			
	Swansea	City Region	Wales
Construction phase			
Construction investment (inc. hotel)			
Gross employment (person years)	1,314	1,314	1,314
Net additional employment (person years) – workplace based	1,262	1,196	1,051
Net additional GVA (cumulative)*	£73.3m	£69.5m	£61.1m
Operational phase			
Gross employment (FTE jobs)	620	620	620
Net additional employment (FTE jobs) – workplace based	593	507	387
Net additional GVA per annum*	£17.1m	£14.5m	£11.2m
New households	33	33	33
Additional household spend retained (per annum)	£0.334m	£0.401m	£0.601m
Business rates per annum	£0.279m	£0.279m	£0.279m
Council Tax revenues per annum	£0.035m	£0.035m	£0.035m

*The net additional GVA impact is derived from the estimate of net additional workplace based employment, as GVA is a workplace based measure and therefore does not take account of where those employed live.

Further note – for the purposes of the AMION Report, construction costs are derived from cost consultants budget cost estimates that were available at the time.

2.5 The Need for an Arena

The initial IPW report analysed the need for an arena and its optimum size. The report identified that the operational viability and demand for an arena was positive however its delivery would require public sector support. The study concluded that the appropriate capacity for entertainment events in the city would be c3,000 and c500 for conference events.

A financial and commercial business case for the arena was developed. During this process the University of Swansea became heavily involved as a potential partner and user of the venue. The potential to be a true joint venture partner was not realised, but the potential to utilise the arena remains.

The additional usage and demand created by the University was indicating that a higher capacity of 3,500 for entertainment and 750 for conferences was required. This was subsequently corroborated by the two final operator tenders.

Both technology-based businesses and the University have highlighted a need for a digitally enabled conference and events space. Swansea University has sought a conference space for medical technology conferences and there is currently no existing space of sufficient size in the region.

Discussions with Tech companies identified their need for a digitally enabled conference, exhibition and events space for 700 people plus an event floor to bring international technology conferences to the city.

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Events and seminars are fundamental to the day to day business of tech industries and the ability to bring serious investors and entrepreneurs to talk in a top-class digital environment will give Swansea's technology-based businesses a major advantage.

Tech businesses run major international events, such as the world-renowned 'South by South West' in Austin, Texas which brings together interactive media, film and music conferences and festivals which has a significant impact on the local economy. Having a digital arena would enable Swansea to host international technology conferences and events, and raise the profile of the City, Region and Country.

The development of an arena and conference facility makes wider regeneration opportunities more attractive, improving investor confidence and leveraging additional private sector investment in the wider supporting visitor infrastructure for example the Hotel. It will also create employment opportunities for local people and bring community benefits.

There is also a clear demand within the local population as during the planning consultation the arena was supported by 84% of respondents.

There is a clear rationale for investment in an entertainment and conference facility in Swansea as it meets an identified gap in the existing cultural and business tourism infrastructure'. There is clear demand within the local population and within its immediate wider catchment.

Arenas as drivers of wider city centre regeneration

Entertainment venues such as the Echo Arena in Liverpool, the First Direct Arena in Leeds, the Bonus Arena in Hull, Petco Park in San Diego and Staples Centre (Los Angeles) in the USA, have all been credited as the catalysts for regeneration in their cities. The impact being to attract investment including new hotels, bars and restaurants, revitalising their surrounding neighbourhood's/ districts and reshaping public perception.

The Swansea Arena will provide a unique regional offer that has the potential to act as a catalyst for regeneration in the city and region.

UK cities are seeing benefits from arenas as regeneration drivers and anchors with the potential to attract thousands of people per annum. This footfall means new demand for hotel rooms, complementary entertainment and dining, and acts as a business attractor.

In addition to their potential ability to stimulate wider regeneration, the economic benefit that can be derived from arena / conference and performance venue projects extends from direct and indirect spending by visitors to encouraging return visits, from knowledge transfer to businesses and enhanced national/ international profile, and from job creation to overall city positivity and perceptions.

Several UK cities have sought to quantify the impact that new arenas and conference venues have on the local and regional economy.

Examples of these projections include:

- ACC Liverpool (10,000 capacity main venue): Annual economic impact of £204m (2016/17); Total impact since opening (2008) now c. £1.5bn

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- First direct Arena, Leeds (13,500): Annual economic impact of £25m+
- Motorpoint Arena, Nottingham (10,000): Annual economic impact of c. £45m
- Bradford Odeon (4,000): Annual economic impact (projected) of c. £9m.
- Bonus Arena, Hull (3,500): Annual net additional impact (projected) £13.7m GVA

In addition to these direct impacts, we also consider there to be a number of additional potential benefits for cities, including their ability to place themselves in global conversations (for example through hosting conferences/ exhibitions) and some of the softer effects of creating an appealing overall leisure offer that both attracts and retains businesses and a high-quality workforce.

Case studies: **Appendix 4** contains additional detail regarding the Hull, Leeds and Liverpool arena's which include current feedback from Hull (opened, little over a year ago). All the studies have common threads:

- City Centre Location
- Council investment
- Excellent transport infrastructure
- Flexible design / operation
- Adjacency of hotels
- New bars / restaurants
- Footfall driver for city
- Supporting evening economy
- Extensive, new public realm
- Urban connectivity
- Surrounding growth in residential and commercial

IPW have set out below some of the key characteristics of the conference and meetings sector and the strategic direction for business events in Wales that supports the case for demand from the technology events sectors.

UK characteristics

Technology is a growing sector in the business events marketplace. The International Congress and Convention Association (ICCA) has measured the meetings market for over 50 years (1962-2012) – the technology sector has shown the strongest growth of all sectors over this period, from 6.2% of all meetings to 14.5%, second only to medical sciences.

According to the 2017 Scale and Size Index for Events (SASiE) report that measures the exhibition industry in the UK, 7.1% of trade exhibitions and 17.7% of conferences with a significant exhibition related element came from with the 'computers, telecoms, electronics, and AV sectors'.

The annual UK Conference and Meeting Survey 2017 (UKCAMs) estimates that around two-thirds of business events are generated from within the region where the event venue is located. c.30% of events are from the rest of the UK and c.4-5% are from overseas. We expect the growth of tech businesses within the region will generate demand for, and benefit from the provision of, events space for technology related events in Swansea.

Corporate meetings account for 55% of events in the market per UKCAM data and have remained consistently at around this level for the last five years. Importantly, these events tend to be more locally or regionally focused and typically closely linked with the locations of companies' (national or regional) headquarters offices. Again, supporting the presumption that the projected growth in tech businesses will in turn generate demand for business events and associated spaces within the region.

Wales and South West Wales

Visit Wales commissioned a Wales Business Tourism Scoping Study in 2016, to identify the current performance and future potential for Wales to attract more business events. The launch of a Business Events Wales should help position Wales and its key regions, in the UK and international business events market – providing much needed external presence for the country. Key data and analysis from the study is summarised below.

The study estimated that there was a total of 3.372m delegate days in Wales in 2014, of these c780,000 were in South West Wales, a 23% market share. South West Wales accounted for 17% of primary business events facilities in Wales.

The study identified four key locations for business events in Wales; Cardiff, Newport, Swansea and Llandudno. The key issues identified for Swansea in relation to generating new national and UK business was geographical location and travel times. It was noted that Swansea's markets are relatively local/regional or national with international association events related to Swansea University.

The Welsh Government identified nine key business sectors for development and growth. Of these, those that have a strong propensity to attract and require business events were identified in the study as follows:

- Advanced materials and manufacturing (engineering is a specialism for Swansea University)
- Creative Industries
- Energy and environment
- **ICT (including academic strengths through research at Swansea University)**
- Life sciences

Once opened, an arena's overall benefit to the city will likely be very significant, as a key attractor, and 'anchor occupier' and this should feed in to enhanced demand and hence rental value and investment yields, for commercial leisure occupiers and indeed other city centre uses. It also creates a need for hotels and restaurants, to meet the requirements of business and entertainment tourism linked to the Arena. The Arena and Phase 1 is very much a catalyst for future Phases, particularly Phase 2.

A critical and attractive feature for local tech companies will be the digital capabilities of the Arena spaces, including dense WIFI coverage and innovative digital features.

2.6 Key Objectives

The original developer brief and subsequent design feasibility work established the following as the core objectives for Swansea Central.

- Address the lack of footfall in the city centre
- Encouraging living and working in the city

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- Creating a major new leisure destination for the city
- Delivering new conference facilities
- Bringing significant public realm enhancements
- Improved connectivity between the city and the bay
- Uncompromising design quality to drive up design ambition in Swansea
- Implementation of the digital strategy
- Major Qualitative improvement in city parking facilities
- Creating jobs and increasing GVA
- Acting as a significant catalyst for phase 2 and other city-wide development stimulating private sector investment in the city
- Create confidence to support existing businesses to maintain their presence in Swansea

The initial feasibility work had also identified that:

- There was insufficient occupier demand to support a retail led regeneration
- The perceptions of Swansea needed to improve
- There was scope for a major new arena and conference centre
- The development could be phased

Stakeholder consultation identified what could be done to improve the perceptions as:

- Improve the environment
- Improve connection to the bay
- Make the City Centre a more attractive destination
- Add uniqueness and quality
- Make Phase 1 a 'catalyst' for further phases

Implementing the above and changing perceptions would increase the deliverability of the following desirables in future phases:

- Create a 'qualitative' improvement to the retail
- Provide 'family friendly' Food & Beverage offer
- Bring in 'living'
- Seek to attract offices and city centre employment and so retail / leisure spending
- Pursue bringing education to the city centre

In order to maintain momentum and following extensive public consultation a parameters-based outline planning consent was obtained in June 2017 that provides the framework to deliver all the above in phases. See outline parameters plans in **Appendix 6**.

Given the forecast economic benefits of the arena, the depth of operator interest and the recognised positive impact on perceptions the development would have on the city it was recommended to pursue an arena led phase 1.

Phase 1 was devised to deliver on the following objectives:

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- Deliver maximum regeneration benefit
- Improve connectivity between the city centre and the bay
- Create an iconic landmark that elevates the architectural aspiration of the city
- Support the LC and Waterfront museum
- Support the city centre (and future phases) by providing sufficient new high quality parking provision in place of the existing poor quality and temporary provision
- Provide high quality public realm and green space
- Support the “Digital Coast” agenda

2.7 Scheme Selection

Through extensive stakeholder consultation, design development and professional advice the components of phase 1 that best delivered on the objectives were assimilated.

Arena Anchor

In response to IPW advice and operator requirement the Arena will include the following key modes and facilities:

- 3,500 capacity mode for a seated and standing entertainment event
- 2,200 capacity mode for a fully seated entertainment or large business event
- 750 capacity auditorium for medium conferences and business events
- 1,450sqm of exhibition space on the arena event floor
- Additional complementary exhibition space available on concourses
- A variety of meeting rooms
- Foyer space and foyer café

It can be seen from the mix of facilities that the Arena will be multifunctional and capable of hosting small, medium and large-scale events through its combination of meeting rooms, ancillary spaces, exhibition areas and auditorium options. It will also be capable of accommodating both formal and informal meetings and networking usage suitable for the local tech companies.

The arena has been designed by ACME architects to be ‘eye-catching’ and set Swansea firmly on the entertainment map. The scheme as a whole is ‘lifted’ to be built off a podium level, by virtue of the iconic new bridge crossing Oystermouth Road and the exterior has controllable LED lighting, the interior continues the visitor ‘experience’ in the foyer and auditorium.

Public Parking

Phase 1 incorporates 2 new car parks. The south site ‘decked’ car park at c345 spaces and the north site multi storey car park (MSCP) at c595 spaces, thus providing a combined c940 spaces.

These new car parks will replace the existing provision adjacent to the LC, St David’s MSCP and St Mary’s temporary surface car park. The net reduction in spaces is 255, but this is assessed in the context of St David’s and the Quadrant running at under capacity and the project contributing to 300 additional spaces at the Fabian Way park & ride.

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Whilst the LC and St Mary's car parks are well used (with St Mary's being a temporary car park), St David's MSCP is underutilised due to its quality and appearance.

Phase 1 will therefore effectively replace the existing provision with high quality attractive parking facilities serving the city centre, arena, LC and Waterfront Museum. It is anticipated that the current overcapacity will be utilised by the arena traffic and future phases.

Construction will be phased to mitigate disruption on the neighbouring facilities and city traders which is a planning requirement. In this regard, it is intended to leave part of St Mary's accessible to disabled drivers.

In addition, the project has supported the extension of the existing park & ride facilities and provided further disabled spaces adjacent the Waterfront Museum.

Digital Square and Coastal Park

The 'digital square' and coastal park have become important 'USP's' to the scheme. The former is the space between the Arena and the hotel which is reached having crossed Oystermouth Road via the new pedestrian bridge. Whereas it forms a functional space that has to deal with visitors accessing the arena it is also designed to be an 'attractor' in its own right with carefully designed landscaping, external wi-fi and having active frontages.

The coastal park evolved from the 'green infrastructure' review and encompasses the requirements of the Future Generations Act. The area was originally the site of overspill parking which was subsequently moved to the North Block. The park continues the greening of the city centre and has a specific coastal theme, whilst encompassing 'play for all' and a 'pod' café. It will support the existing local residents and provide for future phases aimed at including further new residential to the 33 units being developed in Phase 1.

It is the pre-cursor to the future link to the bay, in that the onward journey to the bay is via the western sloping route towards Paxton Street.

Events

Swansea has delivered a number of successful events including the annual Air Show and The Radio 1 Big weekend in Summer 2018. Delivery of the project will build on the existing events programme and will provide a key opportunity to put Swansea on the map in terms of regular events and particularly the conference market.

The Total Annual Costs schedule includes [REDACTED] p/a for the promotion of and costs towards circa 10no events per annum. This is envisaged to include:

- Digital Art competition
- There are 'break-out' spaces in the coastal park to allow for marquees or outdoor cinema
- Temporary events during construction – en-route to the arena eg, Adjacent New Look, St Mary's Car Park and former St David's car park / Llys Dewi St.
- New / expanded events from current programme as will be identified by Arts & Culture team

There is also an allowance for additional staff to maintain the park and support major event days.

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New Bridge

In delivering a cornerstone objective of the development being the improved connectivity between the city centre and the bay an early decision was made, which concluded that the most seamless way to similarly bring the south site into development area from a pedestrian / cycle access perspective was to create an exemplar pedestrian bridge across Oystermouth Road.

The bridge is seen as a gateway to the site and city landmark. It will be architecturally unique with partial cover for weather protection.

The 'infrastructure' capital and maintenance costs of the bridge and ramp has been factored into the Total Annual Running Costs schedule in this report as this is seen as essential to the sustainable nature and long-term success of the project.

Hotel

Including a hotel in Phase 1 was identified as symbiotic to the operation of the arena due to firstly it's complementary working relationship with the Arena and the identified lack of quality hotel accommodation in the city.

The location of the hotel, whilst remaining 'illustrative' in the Design and Access Statement produced as part of the Outline Planning process, is found as a feature on both the North – South axis and visible from Oystermouth Road.

Delivery of the hotel is via the route of a 'site sale', as council's in Wales do not have the legal power to build hotels, but is on a conditional basis, linked to a hotel starts on site.

The integration of the hotel in design terms has been complicated by the need for any potential design to engage with the Digital square at the arena entrance level, access from ground (taxi drop-off), height and restricted material palette – all as set out in the approved (outline) planning.

A design review, at the end of RIBA Stage 2 has however, provided a much more visually striking opportunity, whilst additionally moving the location slightly to the North to once again avoid potential rights to light issues.

JLL are retained as Hotel Agents and have identified the need for a hotel, whilst this has been challenging, again as detailed later – the AMION report also indicates the benefits of delivering a hotel.

By way of a summary statement at this juncture, the viability has the potential to be challenging for developers for two main reasons –

First, there are 'abnormals' in the design such as the height to width ratio and materials choice dictated by planning, the podium nature and the need to have entrances at ground and podium level along with active frontage and the constrained construction site. However, it is important to maintain the high quality of the design throughout the development.

Second, is the nature of general hotel financial economics in Swansea where average room rates also contributes to the viability and therefore the way some developers will see the opportunity.

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However, this has been partly mitigated in the provision of a 'prepared' site with highways works, services connections and public realm works part of the landlord's wider works and where viability is concerned Visit Wales have indicated potential grant assistance.

At present, there are 4 bidding parties, with bids having been received on 12th September which are now being analysed.

If this process were to be ultimately unsuccessful – the scheme has been designed to allow the future provision, including an agreement with the Arena Operator.

Residential & Commercial

Both the residential and commercial (retail / food and beverage) have been carefully reviewed during design development and have been considered by the council to remain essential elements of a mixed-use regeneration scheme which sets the benchmark for future phases.

The commercial aspects continue to provide active frontage on the route to the arena and have been scaled back to take account of the changing retail market.

The residential aspect is being delivered with Pobl and well-known local registered social landlord (RSL) and this will provide 33 affordable apartments. The design evolved to make a more significant visual impact at the southern end of the north block.

Phase 2

By way of emphasising the way that Phase 1 is already acting as a catalyst, now that the enabling works have commenced and with the main works due to begin – interest is being stirred for the next phases and the feasibility study into the next phase is underway. Content being assessed includes a public sector office hub, leisure, F&B, reduced level of retail and further residential.

Indicative occupier demand for a public sector hub is exceeding expectations and engagement with the private sector is more positive on the back of the Phase 1 story.

Early initial interest is being shown from potential occupiers, investors and different funding options are being analysed.

2.8 Arena Operator Selection

A key aspect to de-risk the project was to find an anchor tenant/operator to run and promote the arena. IPW utilising their wide and detailed knowledge of the industry coordinated an OJEU procurement process. This tender ultimately attracted 4 well known and credible bidders – almost all of the then known operators interested in UK Arenas.

Originally conceived as a 3,000-person capacity venue, dialogue with the shortlisted parties concluded that a 3,500 capacity would provide greater flexibility and capacity for wider range of events and prove more attractive to particular promotions.

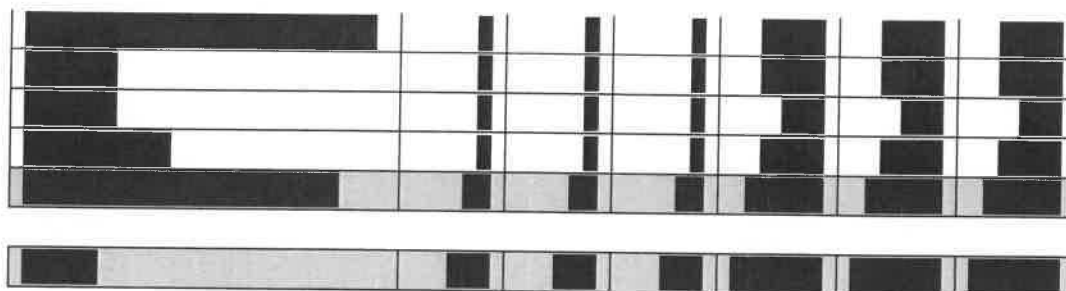
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ATG submitted high level proposals on its operating strategy as part of the tender process. However, further consideration and development of its operating strategy will be covered by the production of an 'Arena Management Plan', which is required as part of the planning permission (pre-opening condition) and is under development by ATG and the team. This will need to be developed in parallel with the LC Management plan.

At the beginning of the process loges were removed as part of a Value Engineering exercise, but subsequently have been reviewed as a landlord variation as they are considered additive to the customer experience and providing the potential for higher income.

After completing this review and negotiation, the council have accepted ATG's improved financial offer increasing the rent up by [REDACTED] p/a and a [REDACTED] (net) receipt of ticketing revenue – which could be c [REDACTED]. It should also be noted that this has the potential to achieve the overage receipt at an earlier date.

The annual cashflow in Section 4 shows how the rent and ticketing revenue now sit after the inclusion of the loges.

The agreement with ATG provides for input into the development of the design, which is then 'approved' at three 'Gateways' during the course of the design process. The final gateway (3) has now been reached, effectively fixing the scheme albeit a number of usual elements will continue to be developed – typically relating to the interior.

In order to be able to move into the construction phase, all conditions that need to be satisfied as part of the agreement have been satisfied with the exception of -

- Site Investigation – which will be completed once full project costs are approved
- SC's Funding Condition – as above

2.9 City Deal

The region suffers from a lack of private sector investment as there is a significant market failure as rents are low and therefore the capital cost cannot be justified without public sector intervention. In order to take the city and region forward a City Deal bid was prepared and the Swansea Bay City Region subsequently signed a City Deal with both Welsh and UK governments.

The schemes put forward by Swansea for City Deal funding need public sector intervention to support delivery and they aim to facilitate the growth of higher value activities particularly in Tech businesses through office development with a digitally led theme and an indoor Arena for music, comedy and conferencing, all to increase footfall and encourage more living and working in the city centre in line with the recommendations of SCARF.

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This builds on the city's two University's technical reputations, more specifically Swansea University and a growing technology capability within the City.

The CCS project objectives are:

- To create 100,000 sq. ft. of tech-offices at Kingsway – Digital Village.
- A digital arena, hotel and public realm at Swansea Central - **Digital Square** (Phase 1)

The Council City Deal project is detailed in a Five Case Business Model which was submitted to UK and Welsh Governments and has received significant scrutiny particularly around the need to demonstrate the overall economic benefits generated by the project. The City Deal Digital Waterfront District business plan was reviewed by Cushman & Wakefield to confirm the deliverability of the scheme, and the validity of the commercial assumptions.

The City Deal, which intervenes to address market failure has now been signed off by both UK and Welsh Governments and Swansea Council. Swansea Council has received the Terms & Conditions which it has agreed to in principle, to the extent that this will not impact on the ability to enter into the building contract.

Where 'digital' is concerned in a wider context of smart city technologies, these being key in looking towards the future - there is a cross cutting City Deal Digital project in progress and officers are working with the City Deal Digital project team to ensure Swansea benefits from this project and it's separate funding.

The Digital Arena will provide a high-tech facility that would be capable of holding major digital events, including worldwide computer gaming competitions and other digital and data driven events, alongside more traditional live theatre and concert events.

The arena will be located within a distinctive new public square in Swansea City Centre to create a unique destination. The Digital Arena will provide the digitally enabled conference and events space required by Swansea's tech businesses and Universities and help revitalise the environment and leisure offer of Swansea city centre to attract and retain people and businesses in the City Centre.

A critical and attractive feature for local tech companies will be the digital capabilities of the Arena spaces, including dense WIFI coverage. The new facility and digital infrastructure will encourage usage by tech companies and should make it a natural home for digital innovation and creative thinking which could be linked to the Digital Village.

The Digital Square Arena proposals have been developed in consultation with the ATG to incorporate their specific needs for the different conference & events.

2.10 Policy Framework

The regeneration of Swansea City centre is underpinned by the key strategic policy 'Swansea Central Area Regeneration Framework (SCARF)'. The aim of SCARF is to make Swansea's central area an attractive destination for people to live, work and visit. It aims to increase footfall through the creation of a vibrant mix of leisure, cultural, retail, office and residential uses. Swansea is identified within the framework as the economic driver for the Swansea Bay City Region, with the Central Area providing the 'public face' of Swansea and offering significant potential to create and stimulate further economic growth.

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SCARF evolved from strategic evidence-based research particularly that undertaken by The Strategic Insight Company (SIC) and FSP described earlier.

SCARF states that Swansea is not currently meeting its potential, specifically:

“it suffers from a small resident population; a limited number of jobs; poor quality office accommodation which delivers low rents; low footfall; a limited retail offer with significant vacant floorspace; and the lack of major attractions to make it a destination”.

The Regeneration Framework also outlines the significant potential of the Central Area, particularly in terms of providing a platform for growth in key sectors such as creative industries, professional business services and ICT. Growth in these sectors, both in terms of GVA and new jobs, is further supported by the Regional Economic Regeneration Strategy for Swansea Bay which included economic forecasting work.

The Swansea Bay City Region Economic Regeneration Strategy sets out a Vision for the region as:

“By 2030, South West Wales will be a confident, ambitious and connected City Region, recognised internationally for its emerging Knowledge and Innovation economy”;

- with a productivity imperative to raise the City Region GVA per employee from 77% (in 2010) to 90% of the UK level; and
- objectives to shift the City Region’s economic mix to higher-value sectors and higher-level occupations.

To achieve this, five strategic aims are identified:

- Business Growth, Retention and Specialisation;
- Skilled and Ambitious for Long-Term Success (Improving skills);
- Maximising Job Creation for All (Increasing employment opportunities);
- Knowledge Economy and Innovation; and
- Distinctive Places and Competitive Infrastructures (Land, property, transport and digital communications development), Business Growth, Retention and specialisation.

The city centre is identified as a key location to support growth in these sectors and the resulting agglomeration benefits that accrue. Recent Centre for Cities research also supports this approach to diversifying city centres and unlocking their potential. The recent decline of the retail sector means that the traditional retail scheme is not deliverable, and Swansea must consider the key elements of a new retail/leisure scheme including local retailers and restaurants to utilise the catalytic effect of the Phase 1 project.

To achieve the vision for the Swansea Central Area of creating *“a mixed-use location with a strong retail, commercial and leisure heart supported by a vibrant resident population”*, the framework sets out several strategic objectives. As with the City Region Economic Strategy, these are closely aligned with the Swansea City Regeneration Programme and include: building a competitive economy, supporting the development of existing and new sectors; (originally) creating a high quality regional shopping centre*, with leisure and mixed uses, and a high quality environment; establishing a destination city that will attract new residents,

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businesses, investment and visitors; and affirming Swansea's role as a major UK regional city, which has a strong cultural identity and heritage reflected in its Central Area.

**The original proposition derived from the early research to create a regional shopping destination was revised following Rivington Land's appointment and ensuing feasibility exercise.*

These objectives and up to date market intelligence, will inform the production of the development masterplan for Swansea Central Phase 2, which will be used to test the ability to secure significant private sector mixed use investment in the city centre. The council has approved a 'work-up' budget to carry out a feasibility for the scheme to a point where the site can be marketed to secure a private sector delivery/investment partner.

Key Policy Targets

This critically important regeneration project is aligned with the following policies:

- Corporate Priority – 'Creating a Vibrant and Viable City and Economy'
- Corporate policy objectives (see below).
- Swansea Unitary Development Plan (2008)
- Regional Economic Regeneration Strategy for Swansea Bay
- Swansea Central Area Regeneration Programme - SCARF (2016)
- Welsh Government's adopted policies and best practice on place making and economic regeneration which reflects the objectives identified in the Well-being of Future Generations Act, A prosperous Wales and other relevant guidance.
- Beyond Bricks & Mortar (BBM) – Use of local labour through 'meet the buyer events, plus Targeted Recruitment & Training commitments including STEM contributions
- Affordable homes
- Play for all
- Green Infrastructure
- Access for all
- Cycling policy

*The six corporate policy objectives are:

- ***Safeguarding people from harm*** – so that our citizens are free from harm and exploitation.
- ***Improving Education & Skills*** – so that everyone in Swansea gains the skills and qualifications they need to succeed in life.
- ***Transforming our Economy & Infrastructure*** – so that Swansea has a thriving mixed-use City Centre and a local economy that will support the prosperity of our citizens.
- ***Tackling Poverty*** – so that every person in Swansea can achieve his or her potential.
- ***Maintaining and enhancing Swansea's Natural Resources and Biodiversity*** – so that we maintain and enhance biodiversity, reduce our carbon footprint, improve our knowledge and understanding of our natural environment and benefit health and well-being.
- ***Transformation & Future Council development*** – so that we and the services that we provide are sustainable and fit for the future.

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Appendix 11 sets out how these objectives have been addressed in the project and how the Future Generations Act has been taken into consideration.

2.11 Benefits to Swansea

The City Deal with the arena is a significant public sector intervention to help redress the market failure within key sectors of the Welsh and Swansea economy. The Arena project is not ‘the prize’ for Swansea, it starts to drive footfall and increased city centre spend but the fundamental benefit is the catalytic effect on private sector investment into further schemes to deliver the next stages of regeneration.

The UK wide PR for the City Deal and especially the Swansea projects have raised the understanding and profile of the Arena project which has already stimulated UK and international interest in Swansea evidenced by the response to the phase 2 launch through DIT at Mipim and the recent PIN notice issued to market test the appetite of private sector partners to invest in the next stages of regenerating Swansea. RL understand that there has been a strong response to this.

Alongside two expanding Universities and noting the recent introduction of 660 student beds in the city centre in the last 4 years with a further 1,860 now under construction, the Kingsway public realm project and Digital Village, Castle Square and Civic Centre redevelopment. There is also the ‘Copperworks’, ‘Skyline’ and the Dragon Energy Island that is progressing.

This amalgam of regeneration projects, especially when promoted nationally is putting Swansea firmly on the map of places where people and companies want to consider as a place to invest and locate.

Swansea Central Phase 1 in particular will generate an increase in visitors to the city (refer to ATG Business Plan in Section 2.8) who will, however arriving, be met with a city that is transforming itself into a very modern place.

Event days in particular, will see an increase in footfall and so expenditure. The ‘evening’ economy will be improved, with not just extended hours of business for retail and particularly A3, but family dining and the Hotel with the aim of boosting ‘tourism’.

The coastal park which has been developed will add a further ‘USP’ to the scheme. It will support the Arena – providing additional outdoor event spaces, whilst adding to the overall attractiveness of the scheme and providing vital inner-city green space to support city-living and working. It will provide local residents such as Victoria Quay with such space as does not currently exist.

With Phase 2 potentially including an office Hub and up to 200 further residential units, the park provides the platform for this to be delivered. The park and the green walls to the car park support the councils commitment to GI and meeting the aims of the Future Generations Act. Making the city centre a nicer place, and once again - changing perceptions.

The phase 1 scheme is designed to be an ‘enabler’ for the Phase 2 scheme. The arena will generate significant footfall and demand for further F&B and leisure uses. Phase 1 will demolish Llys Dewi Sant and St David’s carpark to create a cleared site for phase 2 to progress as quickly as possible. A MSCP will be built adjacent to the phase 2 site. This is in addition to highways works and service diversions assist in preparing the way for Phase 2.

Entertainment venues such as the Bonus Arena, Hull; the Echo Arena, Liverpool and the First Direct Arena, Leeds along with examples that are further afield, such as Petco Park in San Diego and Staples Centre, Los Angeles among other venues in the USA, have been credited as the catalysts for regeneration projects in their cities, attracting investment including new hotels, bars and restaurants, revitalising their surrounding neighbourhoods/ districts and reshaping public perception.

Once developed, an arena's overall benefit to the city should be significant, as a key attractor, and 'anchor occupier'. This should generate occupier demand, and consequently rental value and investment yields, for commercial leisure occupiers and other city centre uses, particularly in the role of 'catalyst'. It also creates a need for hotels and restaurants, to meet the requirements of business and entertainment tourism linked to the Arena.

The Swansea Arena will provide a unique regional offer that has the potential to act as a catalyst for regeneration in the city and region.

Hull Bonus Arena has been named as one of the world's best up-and-coming venues by prestigious American publication Billboard. It is the only venue in the UK to be included in Billboard's 20 Music Venues to Watch in 2019 list.

3.0 PROJECT CONTENT

- 3.1
- 3,500 capacity multi-function Arena with external LED 'digital' lighting
 - South Car Park – 345 spaces (Park Mark standard).
 - Bridge
 - Highways works including Wellington Street
 - New (part) covered Pedestrian Bridge – with feature 'artwork'.
 - South Site shared space – access for servicing and enhanced pedestrian route to the Marina with widened 'arches'
 - New 'Coastal Park – c 1.1 Acres
 - North Block including
 - 33 new residential units
 - c 4,000 sqft new commercial units
 - Multi-storey car park – 595 spaces (Park Mark standard).

3.2 Project Plans & Visuals

Refer to **Appendices 7 & 8** respectively

3.3 Materials Commentary

The main materials in the scheme reflect both the outline and reserved matters planning permissions which seek more aspirational appearance, along with subsequent council-led changes. In particular:

- Feature, folded, perforated, gold colour arena cladding with controllable LED lighting
- Feature steel, gold coloured, patterned bridge
- Dry Stone walling with extensive green wall
- Feature gold coloured aluminium 'fins' to North car park
- Coloured / patterned terracotta tile to prominent North Block residential

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3.4 Future Phases

A key aspect to remember is the need to continuously reflect on the outline planning permission and how, given the phased nature of the project, future phases can be brought forward.

A feasibility for Phase 2 is underway and the starting point has been to consider, once again the content, in terms of uses. At present there is a move towards the creation of a local authority led 'office hub' for two or three of the remaining buildings. Options are also being considered for the inclusion of a reduced retail content, leisure (A3, cinema) and residential.

One of the emerging key design constraints is the need for a different approach to drainage attenuation, which has led to the inclusion of a 'pocket' square which is likely to have a high proportion of soft landscaping. It is also likely that green roofs will be a feature.

At the same time and one of the remaining risks in the delivery of Phase 1 are the interfaces with the Hotel, the public lift, the church, the utilities diversions and the North 'ramp'.

Included for information in **Appendix 12** is an early sketch plan of the emerging thoughts.

4.0 FINANCIAL

4.1 Approach

Generally, the capital required seeks to provide the content of Phase 1 and based on the research, this is required to provide a 'step-change' in the perception of Swansea and particularly the city centre. Whilst the content that is delivered will begin a reduction in leakage by the provision of a new Arena at its heart, it is the use of Phase 1 as a catalyst which will then seek to attract new investment and delivery of future phases.

Phase 1 will bring new Annual Running Costs – which are then to be offset by the new income.

Throughout the process of design development, costs reviews and opportunities for value engineering have been offered and considered with a view to reduce capital costs (net of the ATG variations) to a target figure of [REDACTED]. Generally, these opportunities have been rejected to retain content and quality. Additionally, the council has instructed variations which otherwise would have held the contingency at previously required levels.

4.2 Capital required

Rivington Land have provided separately, a detailed appraisal / cashflow specifically for the detail of the costs spent to date, current accruals and construction stage estimated cashflow.

Current Expenditure -

£14.677M – expenditure to date (end Aug 19)

£4.092M – Estimated Accruals (Sept / Oct) inc balance of valuations for enabling works

£18.769M

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£24.117M – Approvals in place (fig from SC)

The pre-tender estimate and overall Total Project Budget (TPB) was made up as follows:

- █ – Total development cost
- █ – receipt from ATG for variations costs (exact fig tbc)
- █ – balance

Breakdown

█ – construction cost BCE (refer detailed breakdown, AECOM BCE#6)

Provisional Sums

- █ – Contract Provisional Sums
- █ – Client-side Provisional sums
- █ overall (using the full CSA construction cost)

Project Contingency

(deducting █ (concluded enabling works) off the construction cost for the purposes of calculating the percentage)

Financial Risk Register

█ – A Financial Risk Register (pending approval by the council) is found in **Appendix 1**, which would reduce the Project Contingency to an unacceptable level of -

█ - adjusted Project Contingency

The construction related contingency level required at this stage of the development is mainly dictated by the level of detail and accuracy of the stage 4 design and the level of risk that the Employer holds. This part of the overall contingency is to cover design, procurement and construction risk and now takes into account the Brexit risk.

The overall Project Contingency needs to take into account a wider range of risks including the implications of tenant changes, statutory changes, hotel integration, Church Hall relocation, Tesco, Alun Griffiths (Wellington St P1 claim) etc.

Contingency also needs to be held for wider development issues, unforeseen development issues etc. Combined contingency (construction and development) for this project should be held at 6.5%

Pre-Contract Total Project Budget – see table below:

DEVELOPMENT COSTS						
	SPEND TO DATE	SEP	OCT	NOV	BUILD	TOTAL
PCSA	█	█	█		█	█
BUILD COSTS - COST PLAN ITEMS	█	█	█		█	█
BUILD COSTS - OUTSIDE OF QS COST PLAN	█		█		█	█

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CONTINGENCIES						
CHURCH / PARK & RIDE						
ROL COMPENSATION, CONSTRUCTION LEGALS PLANNING COSTS						
SURVEYS						
LETTING COSTS						
SALES COSTS						
HOTEL FEES						
PROFESSIONAL FEES						
OTHER						
PHASE 2 COSTS / FEASIBILITY / PLANNING						
SUB TOTAL						
ATG RECEIPTS						
TOTAL						

With reference to the construction element, Buckingham then provided their contractor proposals (CP's) along with their Construction Sum Analysis (CSA) and returned figures to the Cost Consultant. The requisite analysis having been undertaken the Contract Sum Analysis (CSA) has rendered the figures below –

Table redacted.

AECOM CSA Assessment

A proposed construction contract sum of [REDACTED] before the application of Value Engineering at [REDACTED], giving a reduced sum of [REDACTED].

Taking the Construction Contract figure of [REDACTED] the table below assesses that the Project Contingency needs to be increased by [REDACTED] on the basis that an 'equivalent' [REDACTED] contingency level is to be applied – which is now set out in the Executive Summary.

SWANSEA High-level cost summary - all figures in millions

01.10.19

	%*	TPB (BCE)	%*		%*	TPB (CSA)	%*		%*	Diff'
PCSA (inc ST5 contractor fees)										
Construction Cost										
Project Contingency										
Financial Risk Schedule**										
Adjusted Project Contingency										

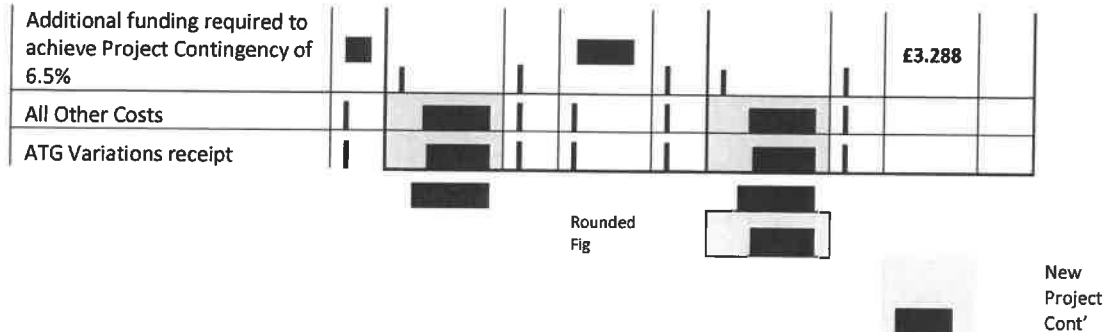
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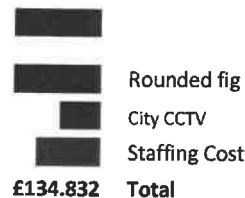
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TPB - Total Project Budget. BCE - Budget Cost Estimate. CSA - Contract Sum Analysis.

*Percentage of the Construction Cost less £3.2M Spent to date (Enabling Works #1&2)



** Refer to Appendix 1

Approvals to date (Fig' from SC)	£24,117
Balance	£110,715
Receipts	
City Deal	£22,849
Resi	
Cost of Project & Approval sought	
WG Loan (£6.1 + £1m SC Match)	£7,100

Detail regarding project cost increases since Stage 3:

It should also be noted that the Stage 3 TPB included figures for the following works which the Council have requested be included (or items which have subsequently become required) –

1. Tree Translocations, budget 'top up' +£25K to achieve [redacted] 'donation' for new trees.
2. Venue interiors (Hull 'up-spec') + [redacted] (net position after VE)
3. Alternative Access Road (relating to the ATG Loading Bay variation & external security saving) + [redacted].
4. Relocation of disabled parking spaces (Burrows Place) [redacted].
5. Extension of Buckingham Pre PCSA and tender period [redacted].
6. Public realm supplement adjacent New Look (budget) [redacted].
7. Revetment wall repairs (budget) [redacted] – non construction contract allowance
8. Inflation update (estimate) for the PCSA start delay period [redacted]
9. ATG variation costs to the Landlord +£848K – but redeemed from ATG. Not all fees have been recovered.
10. Church Hall and flats (relocation budget increase) [redacted] inc fees.
11. Loges also instructed in two parts – Structural Alteration to be 'Loge ready' – [redacted] and subsequently Loges themselves at [redacted].
12. Replace gabians with green wall & dry-stone wall – cost inc & tbc
13. EV charging points - [redacted]

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14. Increase to building fabric specification for sustainability improvements – [REDACTED]
15. Retention of feature façade to residential – [REDACTED]
16. Increased specification to parking equipment (Parking Matters) – cost inc & tbc
17. LED specification increased - [REDACTED] (materials only)
18. Boulevard treatment added to balance of Oystermouth Road – [REDACTED]
19. South Car Park entrance changes – cost inc & tbc
20. North Block Ramp ‘compliance’ – cost inc & tbc
21. Recent PCSA extension fees – cost inc & tbc

4.3 Capital receipts

The ATG variations (capital, fees, contingency) – subject to Agreement of Deed of Variation has been incorporated in the Total Project Budget costs earlier. Thereafter –

[REDACTED] – Pobl (subject to conclusion of Agreement)

£22.849M – City Deal

[REDACTED] – Total Capital Receipt

Plus, a further grant for the bridge and boulevard works has been applied for.

£7.1M – there is in addition a loan from Welsh Govt (actual £6.1m plus SC £1.0M ‘match funding’) being applied to the scheme.

4.4 Scheme Income and Total Annual Running Costs

It is fundamental that the council has a clear understanding of its obligations in terms of maintenance costs and costs required to create events outside the arena to support the success of the destination once the Swansea Central Phase 1 scheme opens. The following summary therefore sets out the maintenance liabilities, costs and potential sinking fund costs to replace assets and the sources of income from the Swansea Central Phase 1 project.

The cost and income figures included within the Maintenance schedule are calculated, on a year 3 post Practical Completion operation as this is the predicted full trading year of the arena (unless stated otherwise).

The schedule also indicates how the costs have been calculated as Technical advice and cost estimates have been provided by the relevant external consultants and Swansea Council internal teams using comparable information from local, national or similar operational elements together with Institutional National data.

No allowance has been made for inflation, rent free periods, rental voids or increases rental income, RPI linked increases or growth in car park income, however a draft business plan is seen below for continued review. It is anticipated that up to a year’s rent-free period will be required to attract commercial occupiers. Similarly, a notional allowance has been included for phasing the annual maintenance costs during the initial period. It is anticipated that there will be a net position on cross subsidising early maintenance savings to income voids.

The sinking fund figures are based on industry standards and lifetime of each asset and would create a replacement fund to ensure the assets can be replaced when required.

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Income figures are based upon either actual existing income, for example LC and St Davids car parks, rent included in agreements for lease with ATG or upon local comparable rental evidence. NNDR retained contribution is also included calculated on 50% of rates payable for Arena, Hotel, Car parks and commercial units.

4.5 Scheme Income

- ██████████ – total estimated income inc full car parking
- ██████████ – deduction of existing car park income (fig provided by SC)
- ██████████ – net position

Refer Appendix 9

4.6 Total Annual Running Costs

(Running, Maintenance & Life Cycle (sinking fund) inc Management Requirements, new Staff and events marketing). *Basis Council schedule Rev 12 (15th Aug 2019)

██████████ – refer to Appendix 9 for detail

██████████ – surplus

The estimated overall income and costs generate a small surplus of ██████ p/a

Breakdown

Arena Rent / Ticketing:

██████████

Inclusive of loges (estimate)

The Arena also has an overage provision.

It should be noted that the Arena rent commences after 12 months

Commercial Units:

██████████

The emerging leasing strategy, suggests this could be bettered, but this will be dependent upon progress with Phase 2.

There is a high risk that the commercial units may not be let on PC.

Car Parking: North + South and new arena derived day / evening

██████████ – net (after accounting for current income of ██████████).

Note: No increase in tariff is proposed until year 3 and then at ██████████

Income from St David’s Car Park has been discounted from calculations. It should have been St Mary’s (as this is a temporary car park) but St David’s was less so that was removed as a more robust position.

Service Charge receipts: (inclusive of NNDR Retention (rates) of £127,000)

██████████ p/a

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Note: Nil from commercial inc currently.

Note: Pobl (note Pobl SC Cap)

Note: assumed ATG maxed out at [REDACTED] p/a capped

Note: assumed [REDACTED] p/a hotel

Maintenance (running costs and Life Cycle costings) continue to be developed and are estimates.

4.7 Business Plan forecast:

The attached schedule (**Appendix 9**) is divided into Running Costs, Maintenance Costs and 'Sinking Fund' costs that would support replacement at end of life. It has been produced by combination of the specific Swansea City departments responsible for the day to day maintenance of car parks, public realm, highways and parks. Where this has required specialist input – this has been provided by members of the design team and contractor.

Of particular note is the arena cladding / LED's, the bridge and public realm or specifically the park and lighting.

10 year cashflow forecast: Table redacted

4.8 Approvals sought

Capital

[REDACTED] – adjusted Total Project Budget
[REDACTED] – further allowance for City-Wide CCTV infrastructure
[REDACTED] – staffing costs
£134.820M – Final Total Project Budget

£24.114M – current approvals
£110.706M – new (balance) approval required.

[REDACTED]* – Pobl receipt
£22.849M – City Deal receipt
[REDACTED] – balance required.

* Pobl receipt subject to completing Agreement

Scheme Income

[REDACTED] p/a – total estimated income inc full car parking
[REDACTED] p/a – deduction of existing car park income
[REDACTED] p/a – net position
Refer **Appendix 9**

Approval is sought concerning the acceptance of these figures.

Noting there is no contingency or indexation allowed within these figures.

5.0 REQUIREMENTS TO PROGRESS

Any prudent developer needs to assess if all the necessary conditions have been concluded ahead of entering into the construction contract and has assessed the remaining risk in doing so.

5.1 Cabinet Approval

Noting requisite conditions that then are applied ahead of entering into the building contract. Swansea to confirm receipt and Agreement.

5.2 Welsh Govt City deal T's & C's / Council Budget Savings

Swansea Council to confirm agreed.

5.3 Total Costs within Budget / Contractors Costs within AECOM budget cost estimate (BCE)

Inclusive of Project Contingency

Concluded subject to Cabinet Approvals

5.4 ATG Deed of Variation

The items now contained within the ATG Deed of Variation which is due to be exchanged ahead of entering into the building contract are:

1. Alternative service yard access. Notably this is a key element to the ability to deliver the Hotel.
2. Tenant variations – updated payment schedule.
3. Revised Demise / Lease plans – in line with RIBA Stage 4 / Gateway 3.
4. Accounting for the loges introduction.

An assurance report from RH, DWF, Padstone and IPW will be issued in support of the Deed.

Swansea Council should not enter into the building contract until this matter is completed

5.5 ATG Gateway 3 Approvals

See separate IPW and Padstone detailed report on the ATG Gateway 3 status.

ATG are to confirm, ahead of the council entering into the building contract, that Gateway 3 is approved and any mutually agreed matters that are Category 'B' are correctly documented. Category 'B' means matters that are to be resolved during the construction stage, but which are agreed by all parties as being manageable. These matters have been included in the building contract with clear responsibility being with Buckingham.

It is the view of the team that these outstanding matters can be managed during the next stage and whilst this presents some additional risk these are considered minimal compared to the cost risk of project delays.

ATG had until 15th October to confirm approval to Gateway 3, at which time a response has been received which is being analysed as being acceptable ie without substantial caveats.

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The main items on the 'Category B' list ie, yet to be resolved are below. These are not necessarily unusual for this stage of design and considering that they are backed into the building contract, are considered manageable with a limited degree of risk. A more detailed / extensive list is being managed by the project team.

1. Foyer – feature ceiling
2. Foyer floor (also on BCGL & Council outstanding matters schedules)
3. Foyer – freestanding bar and merchandising furniture (security).
4. Service Yard – waste area and vehicle manoeuvring (now resolved)
5. Cladding – particularly, cable management.

In consideration of this added risk a cautionary sum of £100K has been added to the Financial Risk Schedule to account for a worst-case scenario on the outstanding matters.

Swansea Council should not enter into the building contract until this matter is completed

5.6 Planning Permissions & Conditions

The required Planning Permissions are in place – noting there are several NMA's that do require to be submitted.

The pre-start planning conditions are largely in place with the exception of contamination - which would ideally be resolved before start on site and relates to the recent discovery of what has now been identified as a local contamination 'hot-spot' in the area of the North Block.

This is however a contractors' risk item and is mitigated by way of the North Block (main) works starting until after Christmas 2019.

5.7 Building Contract

Swansea Council need to approve the content of the building contract which is approaching conclusion and will be provided with the usual assurance reports.

Swansea to confirm approval to the Building Contract.

5.8 Tesco / Wellington Street Phase 2

The terms of the legal agreement are agreed with Tesco and this has now been passed to their landlord for approval which also requires a formal red book valuation. We have been informed by Tesco's landlord that once papers are issued to them for approval the process, to include the valuation, will take a minimum of 8 weeks. We understand that these papers were submitted to the landlord on or around 20th August. However, with the valuation remaining outstanding, the earliest date therefore that we can expect to exchange the Tesco agreement is the latter part of November.

The risk remains that the landlord approval is delayed further, there is an issue with the valuation or indeed Tesco feel they have a ransom situation and choose last minute to try to renegotiate despite the proposed works already being to suit their requirements.

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The current assumption within the draft building contract documents are the Tesco compliant works (option A).

Given the potential ongoing delay to the Tesco agreement and to enable the project to progress we have recommended the following:

- a. The building contract negotiations are concluded on the basis of option A as it is the more expensive solution and therefore the financial worst case,
- b. Without Tesco agreement signed the council will need to rely on the confirmation from the highways department that option B is acceptable,
- c. Prepare the building contract in such a way that protects the client in the event an early variation is sought to revert to plan B,
- d. In the event that the Tesco agreement has not exchanged by the end of October instruct the design team to progress the design information for plan B (see CDF82 for required fees).

We are in regular contact with Tesco and remain confident that the agreement will be concluded but the above action is a prudent response to the ongoing risk.

Historically Tesco have been extremely tardy in coming to the table and agreeing works which they originally requested in order to avoid their objecting to the outline planning permission.

Having designed a more expensive, but improved highways solution for Wellington Street, only the first part of the works were able to be completed (on highways land) before works were stopped and transferred into the main contractors works, as works on Tesco land could not be completed without Tesco's Agreement being in place.

The second phase of the Wellington Street Highways works cannot therefore be instructed until a 3rd party agreement is entered with Tesco and it's Landlord.

The Agreement will either need to be concluded before the main contract is entered into or the 'plan B' option for the highways works must be sufficiently developed and approved by Swansea Highways department and sufficient time available to complete the design and construct it ahead of the re-programmed works dates.

BCGL have been instructed via a variation to include both options in their contract works and if Tesco is not exchanged, additional fees are required to progress 'Plan B' to achieve the critical path works date. Instructions have now been given by the council to proceed with the next stage of design.

5.9 Residential (Pobl)

Swansea Council have agreed to 'step-in' to be the residential developer for the purposes of completing this pre-condition to entering into the building contract. This is with an acceptance that:

- 1) If Agreement cannot be achieved with Pobl – the [REDACTED] receipt will not be forthcoming.
- 2) The design, specification and maintenance liabilities are acceptable to the council.

The agreement for lease with Pobl for the residential component is in a virtually agreed form. As the council is aware Pobl has made its grant application to Welsh Government, with accompanying valuation, to confirm grant availability and any conditions to be imposed.

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Pobl, on the 28th August, advised that Welsh Government has decided not to offer the usual form of grant and instead referred to a new emerging form of housing grant that we understand is more akin to a loan, information that has been corroborated with the council's housing department.

This structure is new to Pobl and therefore time is being taken by them to understand the implications further. We understand that Pobl and Welsh Government are in active dialogue and are aware of the urgency.

What has now been negotiated is that the grant condition has been removed from the Agreement. This is seen as a benefit in that it commits Pobl to payment of the [REDACTED] premium.

Otherwise, it is agreement on service charge which is the main point that needs to be concluded.

The building contract assumes the residential accommodation will be built to the specification as per the Pobl agreement. Under normal circumstances we would not recommend entering into a building contract to provide specific accommodation to an agreed specification if the legal agreement for the buyer is not exchanged.

At present therefore, as it is unlikely that the legal agreement will be exchanged and rendered unconditional before the issue of the final cabinet paper and therefore would otherwise likely delay start on site beyond November 10th the means to mitigate this risk and ameliorate the issue - the Council has stated its willingness to step in as the residential developer/owner in the event a deal with Pobl cannot be secured in time.

We would recommend that negotiations and discussions are continued with Pobl with a view to concluding the agreement as soon as possible however in parallel the Council confirms that it is willing to step in and that failure to secure Pobl by the cabinet date should not delay the execution of the building contract. In taking this action we would additionally recommend the Council do the following:

- a. Review the current design, layout and specification of the residential and confirm its acceptance of the same,
- b. Commission an independent opinion of value of the accommodation assuming the apartments are sold individually or as a block to an investor. This is purely to understand the basic financial implications on the appraisal of taking control if required,
- c. Review and approve the scheme appraisal with the [REDACTED] receipt from Pobl removed.

Advice to date has highlighted the potential requirement for higher than normal service charge where the façade is concerned as the material proposed may need annual cleaning, may need higher maintenance and will need replacing during the 125-year lease. This has meant Pobl re-considering their position on service charge, as there is a limit as to the maximum rent and service charge that a Registered Social Landlord can re-charge to its tenants and Pobl had not accounted for the 'abnormal' material choice.

Pobl have subsequently sought to agree a cap on its service charge level (façade, Insurance, roof and management charges). The agreement now reflects an annual payment from Pobl to the council to cover these items inclusive of a sinking fund.

It has however, been highlighted to the council that this could be an issue if it sought to sell the freehold. Swansea have accepted this on the basis that it is unlikely as they wish to retain the freehold due to the building

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being a mixture of uses. The risk ultimately is that the CPI indexed, capped amount is less than the replacement cost.

Throughout the process Swansea Council Housing department has been kept fully informed of the design and process in general.

An assurance report will be provided by Rivington Land / DWF / Padstone ahead of the council entering into the agreement. The council have been fully engaged at all stages of the process.

There remains a Welsh Government Restriction on the title relating to the St David's Centre purchase, loan. It is understood that this is being dealt with via an exchange of letters between Swansea and WG, whereby it is anticipated that the restriction, for the time being, will be 'passed-through' to the Landlord (Swansea) – allowing Pobl to register their interest in the title. It will be the same case for ATG regarding the Arena and the commercial units.

Cabinet approval is sought to proceed on the basis of the council 'stepping-in' as residential developer and acceptance of point a-c above.

5.10 Swansea Council Design Approvals

Swansea City approvals have been received for all aspect of the scheme, inclusive of Highways, car parks, parks, play, housing, sustainability, digital departments and with, of note – the introduction of the following variations:

Green Wall,
Extended Boulevard treatment (Highways)
Higher wattage (dim-able) LED's,
Digital infrastructure and specific projects
Re-designed North Block inclusive of a re-appraised East-West ramp and steps /ramp to the residential & car park entrance.
South car park improved pedestrian access route,
ATG variations - recessed loading bay (including, reverting to the pedestrian friendly servicing access between the Hotel and LC – which also picks up the resolution of the security related matters involving protective bollards and coach drop-off, whilst retaining the key widened pedestrian link to the marina).

Swansea City (all stakeholder departments) approvals have been received, via a co-ordinated response via the development department.

A schedule of the council's comments has been agreed and included in the contract to safeguard the position.

It is noted that the North Block has completed Stage 3 and Stage 4 is nearing completion.

5.11 Estimated Income and Annual Running Costs

Swansea to council to confirm acceptance of budget estimate status and the potential figures included along with the risks of not fully achieving the estimates or on the dates (eg rent free, letting risk)

5.12 3rd Party Land Acquisition / VP

Waterfront Museum:

[Redacted text block]

LC2:

[Redacted text block]

Title Indemnity Insurance:

Quotes are being obtained by Blake Morgan and at present there is the ability to place this Insurance at premium cost of [Redacted]

Church Hall / Llys Dewi Sant:

[Redacted text block]

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Remaining St David's Unit shops adjacent New Look:

Vacant possession has been achieved and the building is being prepared for demolition either as part of the PCSA or early in the building contract depending on final timing.

5.13 Statutory Permissions

The Bridge and Revetment Wall AIP is agreed – detail is to be completed.

Necessary early stopping-up orders are confirmed

TRO's to be made as part of the construction stage.

Building Regulations is covered under design development is with the contractor where ongoing risk is concerned.

Planning is covered separately.

DCWW build-over agreement – completed. Previously a pre-contract condition.

5.14 Utilities

The team have identified the necessary services diversions and new services required across the Phase 1 site, but also with a view on the potential needs of Phase 2 where diversions are concerned. Early orders have been placed and will continue to be placed directly by the council – but the contractor is responsible for managing this process.

5.15 Client-side 'monitoring team'

ACME / Curtins comments have been taken into consideration during the review of Contractors Proposals and the position recorded on the Swansea Council design approvals schedule. These comments have also been agreed with BCGL and ATG as appropriate.

5.16 End of Stage Reports: the Padstone, AECOM, IPW and Gowling - these reports are provided separately and should be read in conjunction with this report.

6.0 PROGRAMME

6.1 Key current / future programme dates:

- May 2019 – Enabling Works commenced on Site
- Nov 21st 2019 Cabinet Approvals
- 27th Nov 2019 – Main Works start on site
- Jan 2020 – demolition of remaining St David's unit shops
- Jan 2020 – Oystermouth Road pedestrian bridge removed (target)
- November 2020 – new bridge installed (not in operation)
- 7th June – MSCP & Residential completes
- January 2021 – target Hotel start on site subject to progress with bidders and VW grant
- 23 June 2021 – practical completion (subject to serving of 6 months' notice to ATG)
- 23rd June – 23rd Sept 2021 – earliest Arena opening subject to negotiation on the 4 month 'buffer' period
- 2nd Aug 2021 Demo St David's car park / Llys Dewi St

There is an Increased likelihood that Opening could be +6-months due to Brexit Risk.

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- 6.2 There are a number of sectional completion dates contained within the building contract which will allow the monitoring of progress. These are detailed in the Padstone report.

7.0 DESIGN DEVELOPMENT – RIBA STAGE 3 & PCSA/RIBA STAGE 4 (including Building Regulations)

- 7.1 Please refer to Padstone End of Stage report for further detail

The scheme has evolved through the RIBA stages of design and has paused at these recognised junctures to re-evaluate quality, costs and programme. When value engineering has been applied – an uncompromising design led approach has generally been maintained as it is recognised that the scheme needs to set a high quality benchmark to position it on a national / international stage and ahead of other design phases and create a ‘step-change’ in the way that Swansea is perceived.

Coming into the PCSA/Stage 4 design stage, cognisance needed to be taken of the Stage 3 design process, which had encountered a number of significant design challenges, these being:

- Changes to disability regulations (impacting car parking and ramp gradient).
- The bridge (inclusion of cover and introduction of additional engineer).
- The refinement of the brief for the coastal park and subsequent relocation of the overspill parking into the North Block and need to revise the parameters planning approval.
- The discovery of the need to support the revetment wall structure (& subsequent need to agree and submit planning and Listed Building applications).
- Increased security measures (post Manchester).
- Arena variations (Landlord’s and Tenant’s) including dropped service bay & re-arranged kitchen / plant space and alternative access to service yard.

Value Engineering at the time focused on M&E, Security (bollards) and interiors along with the significant decision to re-design the North Block.

This stage has also had a number of variations to capture, these being:

- North Block (inclusive of – Multi-storey car park, Residential & Commercial & East-West ramp)
- Additional Boulevard works
- Introduction of a Green Wall
- Gabian Wall replacement – throughout (South, North & Bridge)
- South Car Park, pedestrian route
- Introduction of additional sustainability measures
- LED’s (up-spec to 1W fittings)

7.2 Rights to Light and Neighbour feedback

Rights to Light was originally a pre-contract condition

Design development had to take on board the potential for the orientation and massing of the Arena to impact on adjacent property rights. Residents made representations at the first planning application meeting

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and whilst the consent was granted the Arena was re-oriented to significantly reduce the impact of the arena on the adjoining residents.

There has been an ongoing dialogue with Residents of Victoria Quay, in particular, which sits alongside the formal Rights to Light Process (detailed later in the report) and extends from the wide public consultation and concerns raised by neighbouring properties from an operational perspective.

The Council approval to use S203 powers for the South site only (excl North Site & Hotel). This was given on 17th January 2019 and the 3-month challenge period concluded without objections. This has significantly reduced risk where there would otherwise be the potential for an injunction.

Residents were informed of the potential for compensation and they appointed legal advice and a surveyor who were advised that funds were available to assist their review on appointment of an appropriately qualified surveyor. Presently we are awaiting formal feedback from the residents' surveyor ahead of seeking to conclude negotiations.

Compensation is due to several of the properties and a budget sum is contained within the TPB which is considered sufficient to cover this cost.

Public Relations management has been a key part of this process which the Council are undertaking internally and with the assistance of Rivington Land.

In addition, the Tesco property has been tested against the re-designed North Block and the specialist advisor (Malcolm Hollis) has confirmed that Tesco is not impacted and cannot bring forward an injunction that would be successful.

Similarly, the Church Hall has been tested with the same conclusion.

Phase 2 and the Hotel will need to be re-tested relative to the emerging designs for those elements.

7.3 Security

Following the well-publicised incidents in Manchester and Westminster a full review of the project security risks was undertaken by ARUP and this has been further presented and comments received from WECTU. These measures have added significant costs and added time to the project.

7.4 Design Quality

Throughout the design process there has been a consistent drive for the scheme to set a high benchmark for design and in doing so provide clear evidence to the visitor and potential investor that Swansea is changing.

There is an uncompromising design quality and uniqueness, whether this be the Arena, the bridge, the residential, the coastal park or the car parks or the extensive public realm that encompasses 'digital plaza' or the 'north-south' spine which reinforces the route for future connectivity to the seafront.

The scheme therefore makes a significant statement in terms of changing perceptions of Swansea City centre locally and nationally of a city which is confident in its future and provides the catalyst for future phases and wider projects.

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7.5 Digital

The digital background to regeneration is set-out in the City Deal bid as a theme which is now embodied in the visual appearance of the Arena with 70,000 LED lights which allows an array of experiences ranging from pure light shows to the ability to potentially advertise forthcoming events in the city. This imagery will be recognised world-wide.

The council has approved the installation of Digital Ready Infrastructure (DRI) to allow Phase 1 to have flexibility and to be connected to the wider city digital network and included in emerging 'smart city' technologies, which are part of a separate council initiative.

Phase 1 will be Wi-fi enabled in the public realm areas – this aspect is currently in discussion with existing provider, BT, and is seen as an extension to the current 'In-Link' system with a combination of antennae and physical 'In-Links'. The ability to improve the current connectivity is reliant on BT, but also the future potential to increase bandwidth via potential new fibre connection and the city's approach to 'Smart City'.

The council has approved the principal to act as a digital 'test-bed'- subject to referral to the 'digital board' of each workstream. In this regard the city is working with the University and others to encourage educational digital-led initiatives. Outside of this - there are ongoing discussions with the likes of Tesla, RS Components and Lego for example.

Phase 1 sees a CCTV upgrade to digital, providing 78 new camera's – equal to the current number in the rest of the city. This has helped by giving local residents confidence. Work is continuing with BT and the Swansea procurement team to review wider city requirements including the location of the control room and need to upgrade equipment within it.

Digital Bamboo is a further illustration of the drive to be different. Inspired by other, similar types of lighting 'interventions' from around the world – ACME are leading this initiative to add further 'artistic' interest in the scheme, which is something that could be taken further afield in other projects in the city.

7.6 Arena

This stage of design process has been the most detailed to date with a wide range of matters having been considered from catering layouts, plant and machinery, room layouts, reviews of the movements of people, the cladding,

Interiors has been an area which has consumed much time and effort as the contractors' proposals, the stage 3 design intent and the expectations of tenant and the client have had to come together alongside costs and programme considerations. The latest interiors 'pack' can be seen in **Appendix 10**.

It is the team's belief and that of the council that the original design intent has been preserved with the focus on public accessible areas as that requiring the most special attention and which continues the 'outside to inside' materials theme. In this regard it has been agreed to continue with a higher quality foyer ceiling option and where the exterior LED's are concerned to increase the specification in terms of brightness (with controllability).

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The auditorium has also been an area to receive much attention with the brief to be more inspiring than Hull. This has been achieved by the inclusion of 'V-cut' feature baffles to the side walls. Final colours (throughout) are yet to be decided in many areas, but the feature ceilings retain the 'copper / gold' colour theme and the foyer floor a pink aggregate affect.

As one can imagine – the operational characteristics have been the main area of concern for the tenant and ATG and their team have been given every (relevant) piece of information along the way with many options being explored to their satisfaction.

Key dimensions / areas are being highlighted to the contractor as part of the final contract documentation.

As previously explained - as part of the legal document with the council, (the Agreement for Lease), ATG have the right to input into and comment upon the design development, with due regard to be paid to their comments. There is also a formal process for ATG approval, through a series of 'Gateways' at the end of RIBA design Stages 2, 3 and 4.

The Gateway process requires that ATG are provided with a defined set of information, including the latest design information, updated Facilities Description, an updated FF&E schedule, a cost projections brief and programme for review and sign off. ATG typically has a period of 10 working days to provide comments during the process and at the completion of the gateway, a period of 15 working days to provide its sign off once the information has been provided.

A lot of preparation work has been undertaken with ATG prior to the current Gateway (3), in terms of sharing design information and receiving ATG's comments on this in order to manage out any potential surprises arising at the Gateway.

The above process allows for certain design matters to be carried forward in to the next stage of design – known as 'Category B' approval. With the next stage of delivery being an instruction to enter into the building contract, there is an increased emphasis to assess the remaining risk (cost) and responsibility to complete these matters.

The team, ATG, the contractor and the council have assessed these matters and consider it appropriate to move forward and be able to manage these to a conclusion. A schedule of 'Category B' items is being managed by the project team.

7.7 Transport (Car Parking & Car Parking)

The scheme provides for two new 'Park Mark' standard car parks which will use ANPR technology. The car parks have been designed with ease of circulation in mind and include LED lighting with future maintenance in mind.

These car parks will support the City Centre, the Area, Leisure Centre and Waterfront Museum. The scheme has contributed to the expansion of the park & ride provision, which will cater for the busier events and which will also be the location for coach parking and show vehicle hold-over / call forward operations.

The table below shows the current and proposed position with car parking, which needs to be considered in the context of the St David's and Quadrant currently running at under capacity and the inclusion of an additional 300 car parking spaces being provided at the Fabian Way park & ride.

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Existing Parking		Proposed Parking	
Car Park	Spaces	Car Park	Spaces
LC2	408	Arena	[345]
St Marys*	294	North MSCP	[595]
St Davids	493		
Quadrant	547	Quadrant	547
Park+Ride	0	Park+Ride	300
Total	1742	Total	1787

Mayer Brown

**It should be noted that St Mary's (surface) car park has been of a temporary nature, since the demolition of the larger part of the former St David's Shopping Centre.*

Discussions are also underway between officers and transport providers to ensure adequate public transport and park & ride provision.

A transport assessment was undertaken as part of the outline planning process and care has been taken to cater for the continued support of the city centre whilst works are on site. Fundamentally, the new car parks will be opened before the St David's car park is demolished. Communication with the LC and Waterfront Museum has been continuous.

A car-parking phasing strategy has been developed and instigated as was required by planning condition to ensure maximum availability to support the city centre during build and liaison with the LC and Waterfront Museum and local residents has been continuous.

The construction process has set-out that the new North (MSCP) must be operational before the demolition of the existing St David's car park.

Additional 'Boulevard' treatment has been extended to areas of the highways works as a variation to the stage 3 design.

Wellington Street Phase 2 works (adjacent Tesco) has been fully designed and approved and it is the aim of the team to complete the works – subject to concluding an Agreement with Tesco.

Stopping Up, Traffic Regulation Orders & Adoption matters are in hand with Swansea Highways department.

7.8 North Block (inc Residential & Commercial)

The reason for specifically including a section on the North Block is due to decision that was taken to review and ultimately re-design this building – that has proven to have been of great benefit. North Block 'viability' was reviewed as part of a wider Value Engineering exercise at the end of Stage 3 – in particular due to the delivery issues being caused by the Welsh Water sewer in Albert Row and the need to secure an agreement with Tesco.

Having identified the potential for a circa [REDACTED] (net) saving – there was an inevitable delay in the design and procurement process, which has subsequently been recovered.

Obtaining Pobl agreement to the revised layout was required and despite initial views regarding planning revisions – a S73 process was required. Where procurement was concerned - it was agreed that package

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tender returns for the wider project would be used to inform and agree a 'fixed' figure for the construction such that this would be available at the same time as the main process was looking to be agreed.

The commercial aspect of the North Block was de-risked by reducing the quantum from around 10,000 sqft to 4,000 sqft whilst maintaining an active frontage and a combined approach from the project cost consultants and Pobl's were able to produce an acceptable budget cost estimate for the purposes of the Welsh Govt (original) grant application.

The saving on the north block was achieved and additionally [REDACTED] was returned to project fee contingency at the completion of the stage 3 design for the block.

Also worth noting was the need to consider the unprotected areas regulation being enforced by building control. Buckingham and their team have taken this 'risk' on board at the time of setting a budget figure and are working to demonstrate the means of avoiding the need for sprinklers.

The North Block forms an essential link to the city in the context of the phased approach to delivery as it contains the pedestrian ramp. The design has retained the gold fins and 'high-spec' residential cladding, the canopy and focal commercial units.

Residential

When options were being considered there was an overwhelming desire to retain residential in the building. This has resulted in an increase in the number of residential units and car parking spaces along with the block becoming more visually appealing.

It was during the previous stage when the opportunity for to be the development partner for the scheme had been tendered with Pobl (a Registered Social landlord) being confirmed as the successful bid. This was based on indicative designs for 24 units.

The design has subsequently been developed with POBL and increased to 33 units and is fully DQR compliant. The residential aspect has been presented to Welsh Government as part of the grant application process.

Pobl's preference in the design process was to remove the original courtyard and so its maintenance cost, Pobl also preferred the reduction in common parts and hence reduced service charge levels and the simplified demise. The unit type ratio is 14 x 1 bed and 19 x 2 bed units.

Swansea Council wrote a letter of support to Welsh Government highlighting the importance of this first residential element within the overall regeneration scheme with the aim of obtaining a further 'regeneration grant' which could have been up to £300,000. Unfortunately, this was not secured.

In regard to the Social Housing tenure, Pobl has also provided a non-binding side letter stating that it will, where possible, seek to find tenants that are typically – key workers.

The external specification allowance for the residential has been retained throughout the process as a coloured tile as part of a 'rain-screen' external wall construction. This being part of the drive for a high quality and modern appearance for the scheme, especially given it's prominent location.

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Commercial (inc Pod ref – detail in Coastal Park)

The extent of the commercial units in the Phase 1 scheme has been reduced to reflect the current and likely future market, partly with a view to Phase 2 but also seeking to retain the aspiration of ‘active frontage’ en-route to the Arena.

Commercial units have been placed to be attractive to potential food & beverage operators (& retailers) on the journey to and from the arena and are provided with shopfronts. A digital shopfront is envisaged as part of the promotion of the digital theme.

In addition, there is a café/restaurant in the coastal park forming a focal point for activity. In addition, there is the ability to add a further ‘pod’ in digital square, subject to some further design considerations.

7.9 Coastal Park

During the course of design development further reviews were carried out relating to the location of overspill parking and have resulted in the inclusion of the ‘coastal park’ and relocation of this parking to the north of the site. This aspect is seen as a further unique characteristic of the regeneration and adds to the Green Infrastructure (GI) and ‘greening’ policy of the council. It is also a key feature to help support living and working in the city centre.

The design and planting of the coastal park is themed on the coastal dunes environment of Swansea Bay and importantly follows the Future Generations Act policy and its objectives as it also includes extensive ‘play for all’ activity equipment.

The park will include a ‘pavilion’ café and contain ‘break-out’ spaces for use by the Arena and the council for events outside of the Arena’s programmed events. The park will support both existing residents, notably those on Victoria Quay, new residential within Phase 1 and further residential content expected in phase 2 whilst otherwise continuing the ‘green artery’ and providing much needed open / green space in the city.

The Annual Runnings costs include a sum for additional staff for this area which would also provide support on event days.

7.10 Gabian Wall replacement / Green Wall introduction

Post Stage 3 approval, the council requested that the previous ‘gabian wall’ cladding solution to the north block, bridge supports and south car park (Oystermouth Road elevation) be reconsidered along with the introduction of green wall following the emerging Green Infrastructure (GI) policy.

Specialist consultant ‘GI’ provided input to the green wall part of the review process and additional fees were agreed to develop this variation to a conclusion which is now captured in the building contract but which will require a planning NMA and update to Listed Building Consent where a ‘dry-stone’ wall is to be incorporated at additional cost.

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7.11 Bridge

The design of the pattern for the bridge has been a focus during the latter part of the stage, with several 'concepts' having been developed. Whilst the design has to conform to specific technical constraints, the brief has been to create a timeless design specific to Swansea.

A local artist's designs have been taken forward for further consideration by the council ahead of the need to confirm the same to the contractor as part of the critical path delivery programme.

At the same time the Swansea Highways technical approvals have been advanced and now need to be completed alongside the adoption process. Maintenance considerations have been a consideration in the evolving design and these are now captured in the Annual Running (Maintenance) cost schedule.

7.12 Temporary Uses

A provisional sum exists within the Total Project Budget in the event that Phase 2 is not immediately following the completion of Phase 1. Some initial work has been done to consider what these uses might be and what temporary infrastructure might be required – eg temporary east – west access ramp, power and drainage.

7.13 Building Control

At the beginning of the Stage Swansea Building Control highlighted major concerns regarding the engineered means of escape methodology. This was resolved and [REDACTED] additional cost was identified to the BCE. Buckingham are now responsible for the plan approval and delivery of the building regulations and the client team are monitoring this. Swansea Building Control are providing the approvals service.

7.14 Client-side Monitoring / Design

Architects Roles: The ACME designed scheme has been taken over by the contractors' team whilst ACME have been retained in a 'client-side' role. ATG have been fully integrated into the technical design process, which has benefitted from the introduction of AFL (contractors' architect) – who have a proven technical track record and recently delivered the Hull Arena. Specialist arena consultants, Mott MacDonald, are to provide an on-site monitoring role on behalf of the client whilst ACME have been retained to develop the 'Pod' in the park and digital bamboo, whilst continuing to provide an overarching masterplan role which also picks up matters such as overseeing the bridge pattern

Engineer Roles: Curtins role with the contractor has been divided to include Ramboll as specialist structural engineer for the Arena. Curtins have been retained in a client-side monitoring role.

Murphy Facades have also been retained as client monitor during Stage 4 regarding the facades.

8.0 PLANNING

Applications and approvals

The changing market conditions and uncertainty in the retail market led to the need to ensure that there was flexibility in any planning application. This uncertainty led to the decision to acquire an Outline with Parameters planning permission with fixed access routes, but a range of building sizes and heights and well as a range of uses for each zone of development.

The respective Design and Access statement was a significant document and provided a clear indication of the scheme parameters and possibilities that could be delivered through the application. The permission also allowed for the regeneration to be delivered in phases. This allowed the potential scheme options to evolve through the design development stages, before a Phase 1 scheme was settled.

The consultation process has been praised for its wide ranging and regular updates to the public and local stakeholders. Design Commission for Wales and Cadw have also been consulted and have provided positive feedback in consideration of the phased nature of the delivery.

Consultation has shown that there is clear demand within the local population for an arena as the area was supported by 84% of respondents. **Appendix 13** contains a copy of the original Outline Permission 'Statement of Community Involvement'.

Savills have advised and managed the planning process, whilst Bryson Consulting and Redwood have provided public consultation management inclusive of the statements of community involvement.

The 'outline / parameters' permission has allowed the scheme to be revisited and amended to overcome problems and improve delivery of the scheme. Phase 2 options are now being tested against the approved Phase 1 and current market conditions.

Appendix 6 schedules the Planning Permissions and amendments obtained along with the conditions discharged or to be discharged.

Conditions

All conditions necessary to be discharged prior to main start on site have been discharged, excepting one condition (see earlier section). There are a number of conditions to be discharge at milestones during the delivery which typically include materials sampling.

One of the most important remaining key conditions that is to be discharged prior to scheme opening is the Arena Management Plan, which requires involvement from ATG and multiple council departments.

9.0 ART STRATEGY

An art strategy is a planning condition. This has been led by the council's head of Art & Culture with support from the RL team and local artists as has been and may be appropriate.

The art strategy will be quite ranging from utilisation of the site hoardings, to creation of events during construction, to use of the Arena digital skin, the pattern on the bridge and placement of bespoke screens on digital square and 'digital bamboo' – lighting features.

10.0 SUSTAINABILITY

The Preliminary Ecological Appraisal carried out at the time of the Outline planning application stated ‘the site was found to have very limited ecological value due to the predominantly artificial and manmade habitats, with limited potential to support protected and notable species.’

As the design was progressed the specialist consultants (PBA) developed a strategy and technical note which was used for the purposes of the reserved matters planning application for the project. This can be found in **Appendix 14**.

The design of the scheme which has developed to include a ‘coastal park’ and more recently a ‘green wall’ to the north side of the arena car park have been a response to this and the more recent GI policy.

The sustainability targets for the project were agreed with the Council and were included in the Stage 3 design report and formed part of the Contractor tender documentation. This aspect forms part of the delivery of the Future Generations Act.

During the PCSA period the requirements for sustainability measures in the project developed with the Council directing that Green Infrastructure and Energy use reduction should be the focus of the sustainability requirements for the project. This has been incorporated by the introduction of a green wall to the North elevation of the South car park and the agreement to increase the target for energy use reduction in the residential building by a further 10%.

The BREEAM target was set at “Very Good” for the venue and at the end of Stage 4, the BREEAM assessor advised that the scheme design is on target to achieve that rating. Refer to **Appendix 14** for a current statement regarding BREEAM.

This approach has superseded the original requirement for 10% renewables on site energy which has proved cost prohibitive and technically difficult to incorporate into the scheme design. There is the provision for the venue and residential to have a future connection to a District Heating System.

In addition, a ‘brown’ roof is being installed on the residential block.

11.0 LEASING STRATEGY

The following summary is taken from the draft strategy document currently in circulation with the council:

- Nationally, there is short term as well as structural retail/F&B market shift which has created challenging market conditions
- Phase 1 Scheme has adapted and reduced quantity of retail / F&B
- ‘Best in class’ local and regional independents, with good track record being targeted
- A flexible leasing strategy to be devised that can be adapted to the Swansea market (this could include management contract approach for the Pod).
- Initial on the ground research of operators undertaken
- Strong local based independent operators already identified and engaged

- Rents and incentives have a conservative profile to secure new lettings
- Turnover top up rents may be a way of increasing value but de-risking for a tenant.
- White box fit outs to be considered for kiosks
- Kiosk space can be combined to cater for a wider market.
- Unit F (bridge end of the North Block) needs to consider acoustics & has options to add to space using lower levels
- Marketing to include website, combined with social media as well as community engagement and other mediums.
- Target user categories listed
- Important to allow flexibility of lease terms to preserve and uplift value on the future delivery of Phase 2
- Temporary letting strategy likely outcome for period – PC P1 to PC P2 and should consider community uses.

12.0 CONTRACTOR APPOINTMENT

Buckingham Construction Group Limited (BCGL) were initially to be appointed in February 2019 under a Pre-Construction Services Agreement (PCSA) following an OJEU procurement process for a two-stage construction tender. This was converted to a 'pre' PCSA appointment to initially complete a review of the construction and 'buildability' of the project.

The PCSA period then commenced and Stage 3 design was developed through to stage 4 and the production of package tender information. The PCSA period was ultimately extended by around 13 weeks to account for:

- BCGL resourcing issues
- Variations (scheduled in the design section)
- North Block variation to encompass S73 Planning requirements
- Adjustments to the residential design to accommodate the Pobl / Welsh Govt design reviews and approval of plans as part of the grant application process.
- Sub-contractor market conditions (obtaining requisite returns in local market)
- Completion of design review process
- Extensive negotiation of returns & Brexit

During the period, the North Block re-design has delayed the design process for that element and Stage 4 is only now approaching completion. This delay has been mitigated by an agreed adjustment to the tender process where a construction figure has been agreed on a 'fixed price' basis.

12.1 Buckingham Construction Group Limited

BCGL are seen in the industry as a large 'tier 2' contractor with notable stadium and arena experience. The company's financial background was reviewed as 'solid' and the team put forward were noted as experienced.

12.2 Jobs and Skills

The procurement process to appoint a main contractor included a requirement to comply with the Councils beyond Bricks and mortar policy, which looks to include community benefits into all suitable contracts, in particular focussing on targeted recruitment and training (TR&T), a provision of training weeks for local people from disadvantaged groups and encourages the use of local sub-contractors. The agreed community benefits under the construction contract with Buckingham are:

- 4325 person weeks of TR&T which will include opportunities for new apprentices, new trainees, jobs for new entrants i.e. the unemployed, economically inactive and NEETs, work tasters and work experience placements.
- A requirement to undertake meaningful engagement with the local suppliers and businesses in the region through Meet the Buyer events and through visibility, where possible, of subcontract opportunities for new suppliers to bid for
- Also, a requirement to provide contributions to education in the form of school engagement, STEM activities and wider community initiatives and community engagement.

12.3 Health & Safety / Insurance

G&T have provided the role of client-side health and safety (CDM) advisor and will continue to do so in Stage 5, but direct to Swansea.

At the current point in time, contractors' joint names insurance is part of the normal process and will likely be put in place, but the council are considering an alternative 'works' insurance package from brokers, which would appear to be more expensive.

12.4 Bond

The normal performance Bond will be placed as part of the contract.

In addition, options have been considered with advice from Gowling and Padstone that have been agreed 'in principle' regarding the protection of the project from the potential cost uncertainties surrounding Brexit. These take the form of an advance payment that is covered by an 'on demand' bond. At the time of writing the council is to confirm the final choice for the 'Brexit Bond' and the final detail is to be agreed.

12.5 Enabling Works

In order to maintain overall programme where possible, Early Works and Enabling Works packages have been instructed (mainly) through the contractor and the PCSA. The works were as follows:

- Wellington Street Highways Phase 1 (via Alun Griffiths, pre PCSA).
- Tree felling & Ivy removal from the revetment wall, historical recording and required repairs - direct
- Structural support works and bank removal (revetment wall) - BCGL
- Temporary Substation and low voltage cable diversion (LC) - direct

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- Additional 'drone' camera progress recording - BCGL
- Further asbestos and GPR surveys - BCGL
- Additional boreholes and reporting (North Block) - BCGL
- Progression of Engineering construction drawings

During the PCSA period it has been possible to commence these enabling works which has had the benefit of mitigating more extensive delays. This has required the discharge of certain pre-start planning and listed building consent conditions.

Other enabling works have involved investigating the discovery of contamination on the edge of St Mary's car park.

All of the above works being valued at c£3.6m and within the previously agreed £6.9M Enabling Works approval.

Further enabling works have just been instructed (mid Oct) to the value of around £1.0M, these being:

- Demolition of the remaining St David's shopping centre retail units adjacent New Look (subject to agreement with the Quadrant Shopping centre).
- Installation of piling mat adjacent the revetment wall
- Services diversions
- North Block Site Preparation
- Partial Stage 5 design (fees)

12.6 Procurement

The carrying out of the second-stage tender process is reported on in detail in the Padstone report and more so in the AECOM reports and covers the period where stage 4 design was progressed and tendered as per an agreed process to local sub-contractors where appropriate to do so. This became a split process where initial packages were issued with updates that followed as design was concluded.

12.7 Construction Costs

The construction costs summary is scheduled in section 4.2

13.0 APPOINTMENTS & WARRANTIES

13.1 The Appointments and Warranties required that have been engrossed and executed are as follows: -
Review with DL & Padstone

Tier 1

- ACME - Architect
- Curtains - Engineer
- Padstone – Project Manager & Employers Agent

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- ME - MEPH Engineer
- AECOM – Quantity Surveyor
- Mayer Brown – Highways Engineer
- IPW – Arena Consultant
- Rivington Land - warranty

Tier 2 & Others required by ATG Agreement

- Capita – Landscape Consultant
- PBA – Environmental Engineer
- NWA – Acoustics Consultant (Arena)
- Whiskey Rose – Theatre ‘Tech’ Consultant
- G&T – Planning Supervisor
- JGA – Fire Consultant
- Movement Strategies

Tier 2 - to be completed

- Mott MacDonald Stage 5 Architectural Client-side monitoring (Pad)
- ARUP Security Consultant (with Arup)
- CVK Kitchen Designer (with CVK)
- Savills Planning Consultant (with Savills)
- Hoare Lea Maintenance Consultant (with Hoare Lee)
- BMT Wind Modelling (with BMT)

Tier 3

- Holland Heritage – Heritage Consultant

Tier 3 – to be completed

- Curtins Novation Appt (with Gowling)
- Kanjanjo Systems Digital Consultant (with SC)
- Malcolm Hughes Topo Surveys (with RL)
- Parking Matters Parking Equipment Consultant (with SC)
- Atkins Flood - Risk Assessment – PI issue (with PAD)
- GI - Green Infrastructure (with SC)
- Infotech, DCWW Sewer Survey (with Pad)
- Gowling – Construction and Appts legal (with SC)
- Coverdale Barclay – PR/Marketing Consultant
- DWF (Arena Legals), Resi Legals (assumed framework)
- Hogan Lovell – Hotel

Sub-Contractor Warranties

- Foundation Piling (with Gowling)

- Tenos – Fire Consultant (with Gowling)
- Maffies Facades (with Gowling)

14.0 HOTEL SITE SALE

14.1 The project aim is to sell the site adjacent to the new digital arena to a credible and experienced developer to fund and deliver a new quality hotel that complements the venue and helps attract major entertainment shows and conferences.

14.2 Marketing Process to-date

JLL were first instructed and the hotel opportunity was market launched in July 2017. Soon afterwards and in response to certain expressions of interest SCC confirmed that it was legally unable and unwilling to financially participate in the delivery of the hotel. The preferred route being a straight land sale to a hotel developer and the ambition was a full service 4* equivalent rather than yet another budget hotel.

In March 2018, following a period of market engagement formal proposals were invited from the parties who had expressed interest. No formal nor compliant proposals were received at that time due to a viability gap to deliver a hotel of the desired quality.

Potential gap funding was then identified from Visit Wales for a 4* equivalent hotel. The opportunity was then remarketed and in June 2018 expressions of interest invited on the basis of potential grant funding availability.

This new marketing approach identified new interest and new expressions of interest were received at the latter end of 2018 for developers proposing Hilton Garden Inn and Moxy hotel brands.

Unfortunately, neither of these proposed hotel brands completely complied with the target ambition for an equivalent 4* full-service hotel.

14.3 Current Marketing Status

Drawing on the expressions of interest from developers promoting three particular brands accepting that none of these brands completely achieve the original stated quality ambition albeit could be operated in such a way that would deliver on many of the desired attributes, 4 parties have been shortlisted and invited to submit a formal offer/proposal for the acquisition of the site.

The deadline for formal offers was 19 September 2019 at which time four possible bids were received, from which three are now due for interview on 25th October 2019.

14.4 Delivery Programme

Due to the complex and protracted nature of the marketing exercise it is now highly unlikely that the new hotel could open concurrently with the Arena opening scheduled for June - Sept 2021*

*inc 'buffer period, excl' potential 6-month notice period

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The current hotel site sale and indicative delivery programme (subject to individual developer confirmation) is as follows:

1. Award preferred bidder status – October 2019
2. Conclude Legal Agreements – end December 2019
3. Hotel design, detailed planning and procurement - end 2020
4. Start on site – target Spring 2021
5. Completion and opening – target Spring 2022

14.5 Finance and Risk

The following are the key risks and mitigation moving forward:

1. Failed Sale or failed delivery
Ultimately until a sale contract becomes unconditional the sale is not complete and equally the selected developer may fail. At present we have shortlisted 4 credible developer all capable of delivering the hotel. The hotel lease will not be granted until the hotel starts on site (or potentially later) and if not completed by a fixed date the council can terminate the lease.
2. Price
It is unlikely that a significant positive land value will be achieved by the land sale due to hotel viability. The appraisal and financial assumptions to date have not included any capital receipt from the sale.
3. Viability Gap
A viability gap to deliver the desire hotel may become evident that will need to be funded by Visit Wales or the council. Market engagement has suggested this could range from £0 - £5million depending on the hotel brand. No such financial contributions from the council are assumed in the appraisal. Visit Wales have been unable to commit to providing any level of grant.
4. Sale Conditions
There will be conditions attached to the sale contract that will need to be satisfied such as detailed planning, funding and/or gap funding and brand franchise agreement. The selection process of the preferred bidder is structured to reward deliverability.
5. Programme
This aspect is complex, and the best programme outcome may be the Vastint / Moxy option as the involvement of Visit Wales will inevitably slow the process.
6. Construction Disruption
There is a likely hood that the hotel developer will be constructing the hotel when the venue opens and is operational. Due to the proximity there could be practical issues that result. Detailed dialog has taken place with ATG and Buckingham to devise a hotel construction site and access that should minimise disruption. Shortlisted parties are also being asked to demonstrate their methodology to mitigate disruption.

14.6 Relative to an Arena Opening of (earliest) Q3 2021 ie, inc 4 month 'buffer'. This could be 1-6 months later depending on the 'notice' period. Ie Q1 2022.

14.7 In order to facilitate the ability for the Hotel to be constructed during or after the Arena is completed - extensive work has been undertaken with ATG and Buckingham to set a framework which would allow the Hotel to be commenced before or after Practical Completion of the Phase 1 works.

Project contingency is required to be in place for the installation of the final 'access works / shared public realm' between the Hotel and the LC

15.0 SUMMARY - MAIN RISK AREAS & MITIGATION

15.1 In addition to the satisfaction of the matters that need to be completed ahead of recommending to the council to enter into the building contract, it is important to consider the outstanding project risks in having formed any recommendation. The main residual project risks are:

Refer to **Appendix 2** for simplified RAG rated schedule and mitigations

15.2 Here & now:

- City Deal T's & C's – with Council. It is noted that these have been received and agreed in principle and will not affect the ability to enter into the building contract.
- Confirmation of Swansea Council Departments ability to maintain budgets
- Removal of remaining conditions

Impact of the above adds c £250K p/m to project costs if there is a delay to start on site.

15.3 Wider Regeneration Risks

- Doing Nothing
- ATG failure of business plan
- ATG business insolvency
- Phase 2 delivery

Doing Nothing: The early research and subsequent evidence has indicated that the perceptions of Swansea are poor, and that private investment will not currently be forthcoming. Retail has changed and so a public funded Phase 1 as a catalyst is required.

If Swansea does not address the current decline it will continue to decline which will increase in pace as competitor locations who are investing grow and regenerate.

15.4 Project Specific Risks

Income:

- Car Parking – revenues during construction may fall
- Car Parking – income increase post completion may not be achieved
- Commercial lettings are unlikely to be in place at PC / Opening
- Service charge figures (capped figures used. Actual estimates to be produced)
- Digital (Broadband) – bandwidth & connectivity may be limited or at a premium if BT have solos position

Hotel:

- Hotel delivery – no hotel impacts economic benefits (Amion report)

SWANSEA CENTRAL PHASE 1

Key Stage 4 Report – Draft

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SW Draft 07.11.19 Rev O (R)

- Hotel delivery at PC – now unlikely. Impact on Arena. Provision made practically and with ATG to delivery (as far as possible without knowing hotel design)
- Hotel Service charge contribution to Annual Running Costs - therefore, will not be available at PC and is estimate.
- Hotel 'interface' – physical details to be resolved & two contractors on site.

Church:

- Cost / Programme risk regarding potential design change to 'Phase 2' aligned option. Architect choice to be confirmed.
- Agreement is required with the Church to relocate the church hall and 2 residential unit ahead of demolition of Llys Dewi Sant. Without this a CPO would ultimately be required.

BREXIT

Note with regard to timing of issue of reports and Cabinet meeting:

This report is issued on 25th October 2019. The current date for Brexit is 31st October 2019. The Cabinet meeting is 21st November 2019. An update to the report may have to be provided depending on the political decisions made and what has happened on 31st October 2019.

Notwithstanding this comment - an agreement has been reached with the contractor whereby a relatively small premium is to be paid along with a bonded advance payment, which includes programme risk.

15.6 Construction Risks:

The key (construction) project risks that have been considered in recommending to progress to the construction stage and committing the required capital expenditure are as follows: -

1. Managing the remaining:
 - a) Achieving the Value Engineering target incorporated within the adjusted project total budget.
 - b) Provisional Sums including a full review of original allowances. Inc design of signage.
 - c) Managing and securing the Contractor identified VE
 - d) ATG outstanding design matters (Cat B's)
 - e) Pobl outstanding design matters
 - f) SC outstanding design matters
 - g) Outstanding assumptions / exclusions
2. Maintaining programme.
 - a) ATG sufficiently resourcing the project to deal with unknown design issues,
 - b) Securing required agreement with Tesco for the phase 2 Wellington Street works or achieving the critical design dates for Wellington St 'Plan B',
 - c) Completing the North Block Stage 4 design, technical & cost reviews with BCGL
 - d) Final outcome of the Building Control approval process
3. Timely decisions on: Demolition of St David's / Llys Dewi Sant.
4. Timely decisions on Provisional Sums: Pod, Digital Bamboo, Temporary Uses

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SW Draft 07.11.19 Rev O (R)

Current impacts of delays to programme (not starting on site 2nd Nov) on inflation and the potential for additional claims for fees - the cost of any delay to the construction phase is estimated at £250,000 per month consisting mostly of c£120,000 contractor fees and c£90,000 'core team' fees.

In addition to this would be the less definitive cost of inflation, which in consideration of a c£100M construction value could be estimated to be c £150,000 per month if applied to the whole project. The above figure reduces relative to the amount of works undertaken at the time of such a claim and depending on the issue but similarly can rapidly increase if delays occur in excess of 3 months.

15.7 More specific construction / design process risks of note:

- Bridge Pattern – critical path date to confirm design (4th November)
- Wellington Street – Plan B design – to be completed and fully approved (ideally Tesco Agreement would be concluded). Fees to be instructed end Sept.
- Public lift location
- Delivery of 'day-1' digital – wi-fi, CCTV / Redcare (inc procurement of)
- Managing the remaining Provisional Sums – inc Digital Bamboo, Digital, Pod in the Park, Temporary Uses, Signage – Risk with SC
- Managing the remaining design matters (SC / BCGL) – Risk with BCGL
- Managing the remaining ATG (Cat B) design matters – Risk with BCGL / SC
- ATG resourcing and ability to make timely decisions (on Cat B items)
- Managing the remaining planning conditions including sampling – Risk with BCGL
- Managing and securing the Contractor identified VE
- Pobl outstanding matters – Minor Once Agreement secured
- Any outstanding assumptions / exclusions
- Maintaining programme – normal construction risks (inc ground conditions and contamination)
- Arena Opening – subject to serving 6-month notice
- Final outcome of the Building Control approval process – BCGL Risk
- New Variations eg. MSCP external lighting
- Paxton Street Tunnel – SC to confirm funding from Highways re: existing 'unsafe' state.
- Network reinforcement re: Event spaces on podium
- Active IT (specifically Arena) – re: future proofing (cost)
- Hotel interface
- Phase 2 interfaces
- Church Hall relocation (to allow demolition of Llys Dewi Sant)
- Utilities performance / costs
- Highways – remaining TRO's / Adoption and expedient agreement to final details
- Inflation – risk now with contractor, excepting provisional sums
- Local construction market
- ACME resource & personnel changes (client monitoring team and ongoing workstreams)
- Timely decisions on: Demolition of St David's / Llys Dewi Sant.
- Wider 'Digital' workstreams inc University

APPENDIX 2

Swansea Central – Phase 1: Summary Risk register & Mitigation (Rev A)

Risk	Mitigation	Level of risk
Pre-Contract		
City Deal T's & C's	It is noted that these have been received and agreed in principle and will not affect the ability to enter into the building contract.	Low
Budget Savings	By SC	Tba
Do Nothing - The research undertaken by the council indicated that perceptions of Swansea were poor and private sector investment will not currently be forthcoming. The risk is that if the council does not undertake strategic interventions to regenerate Swansea that Swansea will continue to decline.	Implementation of the SCARF and the Phase 1 project as catalyst.	High- if scheme not committed.
Retail and Business Confidence - If scheme delivery does not happen the divestment from Swansea and store closures are likely to occur, which will dramatically impact Swansea's retail offering. This in turn will significantly undermine business and investor confidence in the city.	A commitment to deliver the scheme linked to a clear PR strategy to inform the business community of how Swansea is changing is planned together with targeted key stakeholder discussions.	Low - if scheme committed.
Post Contract		
Maintenance - Whilst significant work has been undertaken using specialist local knowledge and national benchmarked costs there is a risk that unforeseen issues arise which increase costs.	A detailed maintenance schedule has been produced utilizing national standards and local benchmarking.	Low Risk
Income - There is a risk that revenue may fall, or that increased car parking income may not be achieved. It is possible, that not all commercial letting is likely to be in place at Practical Completion.	Car park income is based on existing tariffs and cautious assumptions in terms of future usage. Whilst arena rent is based on figures agreed with ATG. The delivery of future phases has the potential to significantly alter current forecast usage.	Low Risk
Contingency - An appropriate level of contingency to cover unforeseen construction risks or other costs needs to be in place.	A percentage level of construction cost has been assessed by the Rivington Land Team and agreed with the council as being appropriate at this stage of the project.	Low/Medium
ATG & Business Plan Whilst ATG is a large company there is always a risk of company failure.	The Business Plan has been formulated by the company using their experience of running over 60 venues worldwide. ATG were selected through competitive tender Should the tenant not be able to take possession for their business reasons, then the Council can revisit the other Venue Tenderers.	Low

Swansea Central – Phase 1: Summary Risk register & Mitigation (Rev A)

<p>Risk of volatility in the Construction Industry.</p> <p>Brexit</p>	<p>It is proposed through the contract with Buckingham that there will be contractor's insurance and performance bonds to protect the council against failure of the contractor. Due diligence on Buckingham was undertaken during the procurement process.</p> <p>Proposals are being detailed with lawyers utilising JCT standard advance payment clauses and a small premium payment to move this risk to the contractor.</p>	<p>Low</p>
<p>Project payments - If the project substantially starts on site the management and audit governance in order to expend the total project cost expenditure will be critical.</p>	<p>A dedicated resource has been identified to undertake this role as it is essential that contracted payments are made on time.</p>	<p>Low</p>
<p>Ongoing design risk - The resolution of the outstanding design issues and provisional sum related activities impacting either project costs or programme.</p>	<p>Buckingham have been requested to provide a detailed information schedule to enable them to deliver to their construction programme, this will then provide a framework to address these items through the remaining phases of the project.</p>	<p>Low</p>
<p>Arena Handover Failure to deliver the Arena within the agreed timeframes following Council serve the 6 Month Access Notice to the tenant.</p>	<p>As the Council will be liable for potential consequential costs for the tenant should the handover be delayed, the 6-month access notice will only be issued when there is absolute certainty is received on the date.</p>	<p>Low</p>
<p>Interfaces with potential future phases Additional future costs associated with abortive works due to future development phases changing from current direction.</p>	<p>Provision has been made to accommodate anticipated future phases (Hotel, Phase 2) adjacent to the site boundaries. Such as ensuring service diversions for Phase 1 do not interfere with proposed sites and the planning parameters set for these developments. Should future adjacent works expand in scope these will need to be reassessed</p>	<p>Low</p>
<p>Transportation – Bus/train times need to be considered to ensure the arena can operate and Planning policy needs to be reviewed to ensure future schemes can progress.</p>	<p>The Council is reconsidering its strategic approach to transportation and the required changes to public transport programming working with third party providers with an aim of ensuring an appropriate level of service will be in place prior to the full opening of the arena.</p>	<p>Low/Medium</p>
<p>Bio Diversity - Risk that scheme will address.</p>	<p>The scheme has engaged PBA to advise on bio diversity and protect designs through the construction phase. The scheme includes a new parkland and a significant green wall to the South</p>	<p>Low</p>

Swansea Central – Phase 1: Summary Risk register & Mitigation (Rev A)

	side car park. In addition, the council is in the process of adopting a GI strategy.	
Insufficient Grant funding for Hotel WG/Visit Wales Grant funding not forthcoming	There are currently 3no' tenderers under review for the Hotel development. 1no tenderer has confirmed they are not seeking the Grant; the other two tenderers are looking to seek the Grant. Should the outcome of the review not deliver a Hotel developer, the Council has several options, wait, re-run the Hotel tender following completion of the Arena, amend the criteria for the Hotel	Low/Medium
3rd Party Engagement – there are several neighbours (LC, NWM, Tesco, Church, Residents etc) who will be impacted by the works.	Where required Legal agreements have been sought with the affected neighbours, in addition a protocol for project communication has been agreed between the Main Contractor and Council to provide periodic updates on site activities to the BID, adjacent operators and local residents. There is a requirement for the Arena tenant to complete an Arena Management Plan which requires compliance with a neighbour engagement plan (both commercial and residential), this plan must be approved by the Council prior to the operation of the Arena.	Low
Planning Conditions – there are several Planning conditions which will need to be discharged in line with the Programme during the next phase of the development	There is a contractual responsibility for the Main Contractor to discharge of these conditions, these are tracked by the planning consultant, Savills. Monthly Planning meetings with the Council Planning Officers provides a point of escalation and communication of issues.	Low

APPENDIX 3

City and County of Swansea

**Economic Impact Assessment of
Swansea City Centre
Regeneration Programme
Phase 1**

Final Report

June 2019

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City and County of Swansea

Economic Impact Assessment of Swansea City Centre Regeneration Programme Phase 1

Final Report

June 2019

Reviewed and approved by:	
Signature(s):	
Name(s):	Graham Russell
Job Title(s):	Chief Executive
Date:	June 2019

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Appendix A – Assessment of net additional impacts

1 Introduction

1.1 Overview

AMION Consulting (AMION) has been appointed by the City and County of Swansea and Rivington Land to assess the economic impact of the **first phase** of the planned Swansea City Centre Regeneration Programme on the local, regional and national economy. As part of an ambitious regeneration programme that will transform Swansea City Centre, an attractive mix of city working, living and learning is being created, supported by a diverse retail and leisure offering and improved connections between the City Centre and Waterfront. The aim is that, together, these developments will create a strong and vibrant digital city that will be the economic engine of the wider city region.

The planned investments that form the first phase of the Regeneration Programme have the potential, in the short-term, to create a significant number of new jobs and provide a boost to the local and wider regional economy, while in the longer-term delivering a scale of investment that could have a substantial catalytic effect economically, increasing investor and business confidence and stimulating further economic growth.

This short report focuses on the first phase of the regeneration programme only and builds on the previous economic impact assessment undertaken in 2017.

The key elements of Phase 1 of the City Centre Regeneration programme include:

- a new 3,500 capacity arena which will host music/entertainment events as well as conferences and exhibitions and is to be operated by ATG;
- a 150-bed, upper-mid scale hotel (not directly delivered but enabled through a site sale);
- car parking for 950 cars on two separate car parks;
- a small café/restaurant of 140sq metres;
- further commercial units for A3 usage totalling 457sq metres;
- 33 residential units for key-workers (13no. 1 bed units and 20no. 2 bed units);
- major public realm works including Digital Square and Coastal Park (outdoor events spaces, children's play and toilets); and
- infrastructure works including a pedestrian/cyclist bridge, major highway improvements and some demolition of surrounding redundant buildings (to enable Phase 2).

The economic impact assessment has focused upon the range of possible economic benefits that may arise from the development proposals set out above including the new employment opportunities that may be created, the additional economic activity (Gross Value Added (GVA)¹) generated and the resulting wider socio-economic benefits.

¹ Gross Value Added is a measure of the economic value of goods and services produced in an area.

1.2 Scope and nature of the assessment

The approach to the impact assessment has been developed in line with best practice guidance, including the HM Treasury's Green Book (*Appraisal and Evaluation in Central Government*) and the Homes and Communities Agency's (HCA's) Additionality Guide. The approach has also given regard to the HM Treasury's supplementary Green Book guidance on *Public Sector Business Cases: Using the Five Case Model* and the Department for Communities and Local Government's (DCLG's) appraisal guide.

The assessment of economic benefits has incorporated an analysis of the expected quantifiable outputs and outcomes, including:

- temporary jobs and GVA created through the construction phase;
- new permanent employment opportunities and GVA generated through the operational phase of the Phase 1 project;
- broader job creation as a result of increased expenditure and economic activity in the local economy;
- attraction of new households and household expenditure; and
- additional business rates income and Council Tax.

The assessment has sought to estimate both the gross and net additional impact of the programme, at the Swansea, City Region and Wales level, in line with appraisal guidance. Consequently, consideration has been given to who is likely to secure the benefits generated, the level of activity that might be displaced by each project and the possible multiplier effects that could be realised. The approach to calculating additionality is described further below.

2 Assessment of benefits

2.1 Construction jobs

The total construction spend associated with the Phase 1 project has been used as the basis for calculating the number of temporary construction jobs generated through the proposals. Labour coefficients sourced from guidance produced by the HCA² have been being applied to the construction spend figures to derive an estimate of the gross number of person years of employment supported during the construction phase.

2.2 Operational jobs

The level of direct on-site employment in the Arena has been derived by scrutinising the business plan provided (confidentially) by the preferred operator, ATG. For the other elements of the Phase 1 project such as the hotel and the café/restaurant units, the main approach applied to estimate the number of direct operational jobs has been to use employment density benchmarks, sourced from the HCA's employment densities guide.³ The use of employment densities provides an estimate of the number of full-time equivalent (FTE) jobs created. However, the number of actual jobs created will be higher once part-time workers are taken into account – for example, one FTE job may actually support, say, two part-time workers.

2.3 Broader job creation

As well as the direct jobs supported through the construction and operational phases of the project, there is also the potential for further job creation either through the attraction of visitors to Swansea and resulting 'off-site' expenditure.

For the arena and hotel projects which are expected to attract additional visitors to Swansea, an analysis has been undertaken of the likely number of visitors, visitor origin and spend in the local economy (based on figures provided by ATG, comparable venues and national estimates of visitor expenditure). The estimate of visitor expenditure has then been converted into an employment impact, based principally on analysis developed by Deloitte and Oxford Economics for VisitBritain, which identified that an increase in tourism revenue of circa £54,000 will support one new job.

2.4 Gross Value Added

The GVA generated has been calculated by using average GVA per FTE job figures for relevant sectors in Swansea, sourced from Experian local market forecasts.

2.5 Indirect and induced multiplier effects

Alongside directly supporting the creation of new jobs, the proposed developments will also lead to additional employment opportunities (and GVA) through supply chain expenditure (indirect effects)

² HCA (2015), *Calculating Cost Per Job, Best Practice Note*

³ HCA (2015), *Employment Density Guide, 3rd Edition*

and employee spend on goods and services (induced effects) within Swansea, the wider City Region and Wales. To take account of both the indirect and induced effects associated with each project, a composite multiplier has been applied at the local, regional and national levels.

The choice of multiplier at each spatial level has taken into account national guidance and benchmarks, including the HCA's Additionality Guide and guidance on additionality produced by BEIS, along with input-output tables for Wales.

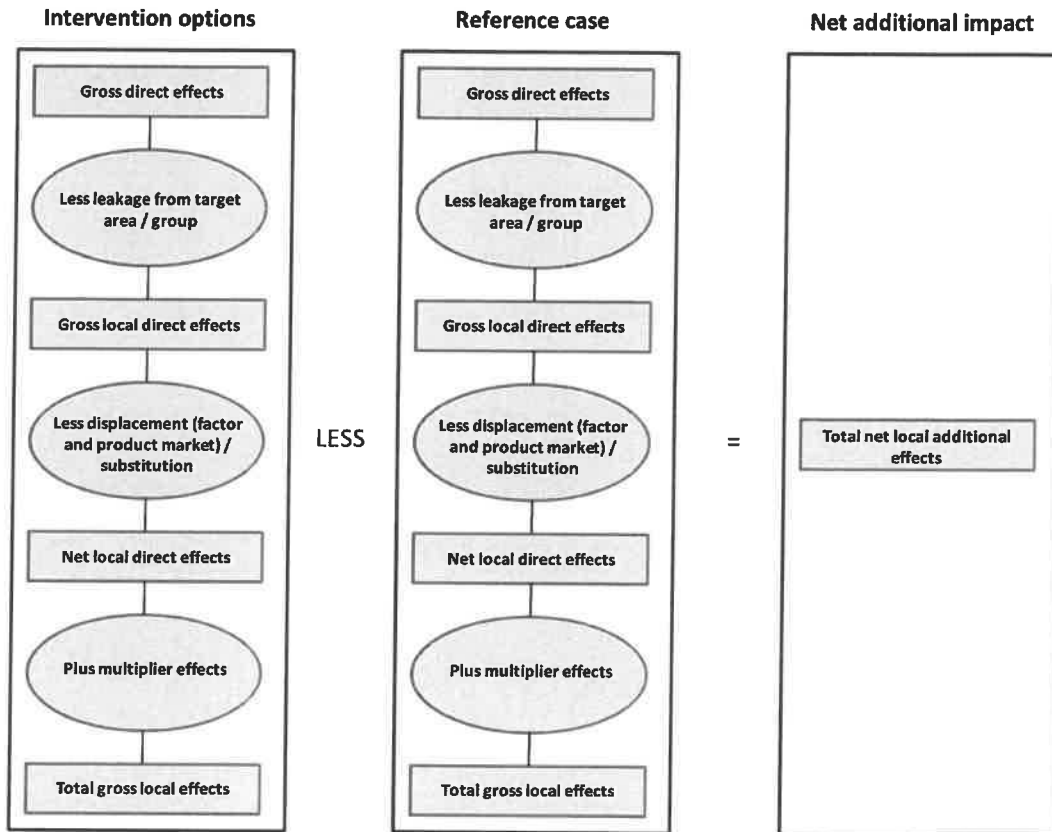
2.6 Net additional impact

In determining the net additional impact, the key issue to be addressed is the additionality of the project under consideration – in other words, the extent to which activity takes place at all, on a larger scale, earlier or within a specific designated area or target group as a result of the intervention. In order to assess the additionality of the proposals, the following factors have therefore been considered for each project:

- leakage – the proportion of outputs that benefit those outside of the project's target area or group;
- displacement – the proportion of project outputs accounted for by reduced outputs elsewhere in the target area;
- multiplier effects – further economic activity associated with additional local income and local supplier purchases; and
- deadweight – outputs which would have occurred without the project.

The approach to assessing the net additional impact of a project, taking into account the above adjustments, is shown diagrammatically in Figure 1. For the purposes of this assessment, the additionality of each project has been considered at the Swansea, City Region and Wales levels.

Figure 1: Net additional impact



2.7 Household expenditure

The first phase of the regeneration programme includes a small number of new housing units which, as new households, will generate additional local expenditure. In order to estimate the additional household expenditure that might be created as a result of the proposed development, reference has been made to the ONS Living Costs and Food Survey (LCF). This suggests that the average household in Wales spends £389 per week on goods and services that could potentially be purchased within Swansea, which equates to approximately £20,228 per year.

Not all household expenditure will be retained locally, with a proportion likely to be spent within the wider sub-region and beyond. An analysis has therefore been undertaken of the results of the Swansea Retail and Leisure Study⁴ to estimate the average household expenditure that might be retained in Swansea and the wider City Region.

2.8 Business rates

In addition to the economic impacts outlined above, it is anticipated that the delivery of new commercial accommodation will result in an increase in business rates within Swansea. The analysis

⁴ GVA (2015), *Swansea Retail & Leisure Study 2015*



of business rates has been informed by benchmarks for rateable values, derived from the Valuation Office Agency website. For standard commercial uses (including retail, food and drink and hotel floorspace), comparable evidence has been used for existing hereditaments within Swansea. For the arena, the amount assumed within the ATG business plan has been used.

The business rates income has been calculated through applying the Uniform Business Rate for 2019/20 of 0.504 with a 10% risk allowance.

2.9 Council Tax revenues

An analysis has also been carried out of the potential additional Council Tax that might be generated by the small number of residential units that will be created. The calculation of Council Tax assumes that the 1-bed units are rated Band A for Council Tax purposes and all qualify for single occupancy discount and that the 2-bed are rated Band B. A rate of £801 and £1,246 has been applied respectively in relation to Bands A and B, consistent with the published rates (and single occupancy discounts) for 2019/20.

3 Economic benefits

3.1 Project details

The main elements of the Swansea Central Phase 1 proposals are the creation of a new digital entertainments venue and conference centre (referred to in this report as the Arena) and 150 bed hotel. The preferred operator of the Arena, ATG, has prepared detailed trading projections for the venue which has enabled AMION to build a detailed picture of the number and type of events together with the number and type of visitors (day visitors v staying visitors). This information has been provided to AMION on a confidential basis for the purpose of calculating the potential economic impact. Whilst this detail has been fed into the spreadsheet version of the economic model, AMION is prevented from revealing commercially sensitive information within this report.

Assumptions regarding the origin and type of visitors (day or staying) have been used to provide a profile of the overall number of visitors projected for the Arena each year. Broadly, for concerts and other shows it is assumed that 80% of visitors will come to Swansea just for the day, while the remaining 20% will stay overnight. In relation to exhibitions, conferences and banquets, the split is 60% day and 40% staying. This is consistent with other research for the conference and events market where we have drawn on the UK Conference and Meetings Survey 2018 (UKCAMS), an economic impact study of Motorpoint Arena in Cardiff (2015) and the Greater Manchester Conference Market Research (2015).

3.2 Construction phase impacts

It has been estimated that the proposed development could involve approximately £102.8 million of construction related expenditure (excluding professional fees) and a further (notional) £20m for the hotel development which will be constructed separately. Based on HCA Construction Labour Coefficients for public non-housing projects of 10.7 workers per £1m (HCA, Calculating Cost Per Job: Best Practice Note, 2015), this combined expenditure of £122.8m would support 1,314 person years of construction related employment (the equivalent of 1,314 people being employed on a full-time basis for 12 months). Note that this figure goes beyond the direct labour working on-site on construction and therefore does not tally with the man-hours required on-site and the estimates provided by the contractor. On the basis of the standard convention that each permanent job equates to ten person years of temporary employment, this would be equal to 131 FTE jobs.

After adjusting for deadweight, displacement and multiplier effects (see Appendix A for a breakdown of the additionality assumptions applied), it is estimated that Swansea Central Phase 1 would support the creation of 1,262 net additional person years of construction employment in Swansea. Assuming leakage of 75% and displacement of 20%, some 316 of these person years of employment would be taken-up by Swansea residents.

The total net additional GVA impact associated with the construction phase, derived from the estimates of net additional employment, would amount to approximately £73.3 million within the Swansea economy.

Table 1: Construction phase impacts			
	Swansea	City Region	Wales
Gross employment (person years)	1,314	1,314	1,314
Net additional employment (person years) – workplace based	1,262	1,196	1,052
Net additional employment (person years) – resident based	316	598	789
Net additional GVA (cumulative)*	£73.3m	£69.5m	£61.1m

*The net additional GVA impact is derived from the estimate of net additional workplace based employment, as GVA is a workplace based measure and therefore does not take account of where those employed live.

3.3 Operational phase impacts – employment and GVA

A confidential review of the arena business plan provided by the preferred operator, ATG, suggests that direct on-site employment will amount to 58 FTE. In addition, there would be an estimated £18.57m of off-site visitor expenditure per annum in the economy, supporting the creation of 344 gross FTE jobs.

The hotel would be expected to generate a further 75 FTE jobs on-site, based on employment density benchmarks which suggest that an upscale hotel will provide 0.5 FTE jobs for each hotel room. In addition, there would be an estimated £6.26m of off-site visitor expenditure per annum in the local economy, supporting the creation of 116 FTE jobs.

The retail units which will host cafes/restaurants are expected to generate 27.3 FTE jobs on site based on employment density benchmarks which suggest that A3 units generate 1 FTE job per 15-20 square metres of net internal floorspace.

This brings the total gross employment impact in Swansea to some 620 FTE jobs.

As with the construction phase, adjustments have been made for deadweight, leakage, displacement and multiplier effects to calculate the net additional impact – in total, Phase 1 is projected to create 593 net additional FTE jobs, of which 475 FTE jobs would be taken-up by Swansea residents. This would drive a net additional GVA impact of approximately £17.15 million per annum within the local Swansea economy.

Table 2: Operational phase impacts – employment and GVA			
	Swansea	City Region	Wales
Gross employment (FTE jobs)	620	620	620
Net additional employment (FTE jobs) – workplace based	593	507	387
Net additional employment (FTE jobs) – resident based	475	482	387
Net additional GVA per annum*	£17.1m	£14.5m	£11.2m

*The net additional GVA impact is derived from the estimate of net additional workplace based employment, as GVA is a workplace based measure and therefore does not take account of where those employed live.

3.4 Operational phase impacts – fiscal benefits

Along with the economic impacts identified above, the proposed Swansea Central Phase 1 scheme will also generate an increase in business rates received per annum, due to the provision of new commercial space. The project could bring an additional £279k per annum in business rates. Furthermore, the scheme will also generate additional Council Tax receipts of £35,000 per annum.

Table 3: Operational phase impacts – fiscal benefits			
	Swansea	City Region	Wales
Business rates per annum	£0.279m	£0.279m	£0.279m
Council Tax per annum	£0.035m	£0.035m	£0.035m

3.5 Operational phase impacts – additional household expenditure

The proposals include the provision of 33 new housing units which will help to generate additional expenditure in the local economy. Based on data from the ONS Living Costs and Food Survey and Swansea Retail and Leisure Study, it is estimated that the Phase 1 scheme could generate £667,524 per annum of expenditure on goods and services with £334,000 retained within Swansea. The employment impact of this expenditure has not been calculated in order to avoid double counting. However, the attraction of new households will contribute towards stimulating further economic growth and development.

Table 4: Additional household expenditure			
	Swansea	City Region	Wales
New households	33	33	33
Average spend per household (per annum)	£20,228	£20,228	£20,228
Total additional spend (per annum)	£0.668m	£0.668m	£0.668m
Spend retained in the area (per annum)	£0.334m	£0.401m	£0.601m

4 Summary of overall economic impact

The combined economic impact of the first phase of the Swansea City Centre Regeneration Programme is summarised in Table 5. Overall, it is estimated that the construction investment generated will support the creation 1,262 net additional person years of construction employment, resulting in a cumulative GVA impact of £73.3 million. Once the scheme is operational, it is projected that it will create 604 net additional FTE jobs (workplace based), generating a GVA impact of £17.4 million per annum within the Swansea economy.

The economic benefits will extend beyond these employment and GVA effects. For example, the project will generate £279k and £35k of additional business rates and Council Tax receipts per annum, respectively.

Table 5: Summary of Swansea City Centre Phase 1 Regeneration Programme economic impact			
	Swansea	City Region	Wales
Construction phase			
Construction investment (inc. hotel)	£123m	£123m	£123m
Gross employment (person years)	1,314	1,314	1,314
Net additional employment (person years) – workplace based	1,262	1,196	1,051
Net additional GVA (cumulative)*	£73.3m	£69.5m	£61.1m
Operational phase			
Gross employment (FTE jobs)	620	620	620
Net additional employment (FTE jobs) – workplace based	593	507	387
Net additional GVA per annum*	£17.1m	£14.5m	£11.2m
New households	33	33	33
Additional household spend retained (per annum)	£0.334m	£0.401m	£0.601m
Business rates per annum	£0.279m	£0.279m	£0.279m
Council Tax revenues per annum	£0.035m	£0.035m	£0.035m

*The net additional GVA impact is derived from the estimate of net additional workplace based employment, as GVA is a workplace based measure and therefore does not take account of where those employed live.

Appendix A – Assessment of net additional impact

The assumptions that have been applied for each project, relating to leakage, displacement, multiplier effects and deadweight are summarised in Table A1. The scale of net additional impact has been assessed at three spatial levels: Swansea; Swansea Bay City Region; and Wales.

Table A1: Additionality assumptions				
	Leakage	Displacement	Multiplier effects	Deadweight
Construction phase (all projects)	Swansea – 75% City Region – 50% Wales – 25%	Swansea – 20% City Region – 30% Wales – 50%	Swansea – 1.2 City Region – 1.3 Wales – 1.6	Assumed to be 0% as development unlikely to come forward, at least in the foreseeable future, in the absence of the proposed regeneration programme and public sector support.
Arena (operational phase)	Swansea – 20% City Region – 5% Wales – 0%	Swansea – 12% City Region – 40% Wales – 71% (Applied only to jobs created through off-site visitor expenditure). Effectively, any resident of the target area visiting the arena is considered to be displacement (they could have spent their money at other leisure/entertainment venues elsewhere in the economy).	Swansea – 1.3 City Region – 1.4 Wales – 1.5	Assumed to be 0% as above.
Hotel (operational phase)	Swansea – 20% City Region – 5% Wales – 0%	Swansea – 6% City Region – 20% Wales – 36% (Applied only to jobs created through off-site visitor expenditure). Assumes that 50% of guests at the hotel are attending an event at the arena and therefore (for 50% of guests) displacement must be considered as with the arena above.	Swansea – 1.3 City Region – 1.4 Wales – 1.5	0% in relation to on-site direct jobs on the basis that in the absence of the proposed regeneration programme, development would not go ahead. However, 100% deadweight has been applied to the jobs created through off-site visitor expenditure on the basis that hotel guests will be in the target area for other reasons – the hotel will not be primary reason for the visit to Swansea and it is not appropriate therefore to attribute

Table A1: Additionality assumptions

	Leakage	Displacement	Multipplier effects	Deadweight
A3 units (operational phase)	Swansea – 20% City Region – 5% Wales – 0%	Swansea – 20% City Region – 10% Wales – 5%	Swansea – 1.3 City Region – 1.4 Wales – 1.5	the jobs created as a result of off-site visitor expenditure to the hotel. Assumed to be 0% on the basis that in the absence of the proposed regeneration programme, development would not go ahead.
Notes on assumptions	The level of leakage applied at each spatial level has been based on Census origin destination data and reflects the nature of employment expected to be created.	Displacement has been assessed with regard to the type of activity proposed and the extent to which this is likely to compete with existing businesses. With the arena, an assessment has been made of the expected origin of visitors.	An assessment has been undertaken of the principal sectors in which employment will be created and then an appropriate multiplier has been applied, informed by benchmarks from additionality guidance, along with Wales input-output figures.	

APPENDIX 4

APPENDIX 5 - CASE STUDIES

Case Study: First Direct Arena, Leeds: Opened 2013



- 1 The arena attracted c 700,000 visitors in 2017 and has a capacity of 13,500 - therefore significantly larger than the proposed Swansea arena. It plays host to a variety of high-profile concerts, shows, corporate and sporting events has stimulated significant regeneration of what is now the Arena Quarter (<https://arenaquarter.com/>) in Leeds city centre. This was developed by the council in conjunction with commercial partners. Full capacity might only be achieved, 6 times a year.
- 2 Before the Arena development began, this part of Leeds was down at heel and unable to attract significant outside investment. In 2007, when the Council selected the site and its arena preferred operator (SMG Europe), Town Centre Securities (TCS) launched a £70m, ten-year development and improvement project for its largest asset, the Merrion Centre, which is adjacent to the new Arena.
- 3 The initial 10-year project included increasing the total space available, attracting a number of household brands and establishing the burgeoning Arena Quarter. TCS completed refurbishments and large-scale redevelopments at the centre in order to improve the customer experience, increase total retail, leisure and office space and ensure the centre meets the needs of its customers.
- 4 In the period running up to the Arena's opening, the northern side of the Merrion Centre was completely transformed into a food and leisure hub and the new ibis Styles Leeds City Centre Arena Hotel was delivered as part of the transformation of Merrion Way and Wade Lane.
- 5 The Arena Quarter includes a total of 150,000ft² of hotel, leisure and retail facilities, in addition to outdoor seating opportunities, public realm works and car parking provision. The Arena Quarter was awarded the title of 'Game Changer' at the 2017 Yorkshire Property Awards, in

recognition of its role in the area's regeneration and the continued growth of Leeds's appeal. Now the project has been completed, TCS is planning further development for the Arena Quarter in the near future.

- 6 Other major city centre investment has also been stimulated by the Arena – adjacent, new student accommodation is now being built for example.

Case Study: The Echo Arena, Liverpool: Opened January 2008

- 1 The Arena & Convention Centre Liverpool attracts over 600,000 visits annually, hosts a range of entertainment and conference/ exhibition events in its 10,000-capacity arena, 1,250 capacity conference space. It forms part of a landmark regeneration project on the Liverpool waterfront, alongside the historic Albert Dock and the World Heritage site at Pier Head. While the venue has enabled the city to become one of the UK's major conference destinations, it has also levered in a significant amount of private capital for residential, hotels, including a Pullman 5*, a Jurys Inn, serviced apartments, restaurants and other developments anchored by this key development.

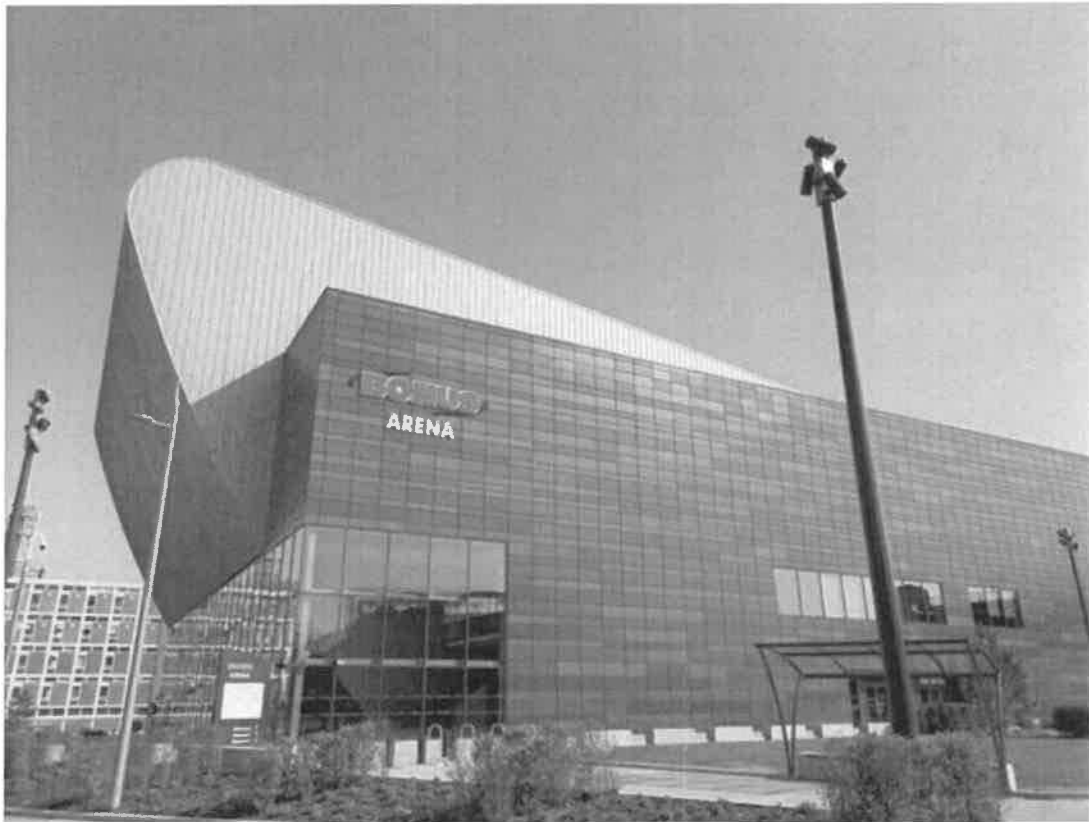
2



Case Study: The Bonus Arena, Hull: Opened August 2018

- 1 This has recently been seen in Hull where the council have funded a 3500-capacity arena which has now been trading for a year. It has been named as one of the world's best up-and-coming venues by prestigious American publication Billboard. It is the only venue in the UK to be included in Billboard's 20 Music Venues to Watch in 2019 list.
- 2 A recent visit to Hull drew many comparables, albeit noting that the city benefitted from European City of Culture grants:

- 3,500 capacity arena with loges
- Busy arterial road – now having a pedestrian bridge installed, a year after opening, to link to regeneration of The Fruit Market / Marina
- Arena has been open 9 months and is ahead of its anticipated business plan
- Arena is benefitting from mid-week touring events
- Major improvements to public realm in the city (£24M rising to £40M)
- Primark refurbishment (c£6-7M)
- Creation of c200,000 sqft new offices
- Strategic review and implementation of realignment of the role of the market
- 41 new F&B offers
- Catalyst for further development opportunities



APPENDIX 5

APPENDIX 6

LPA Reference	Description of Development	Status
2017/0648/OUT	Outline planning application (with all matters reserved) for the refurbishment, alteration and / or demolition of all existing buildings / structures on the site (except St Mary's Church and St David's Church) and redevelopment of site with indicative access / layout and scale parameters on the north site of a maximum of 1 to 7 storeys and maximum new floorspace of 84,050 sqm comprising retail / commercial / office use (Classes A1/A2/A3/B1) residential (Class C3), non-residential institution (Class D1) and leisure (Class D2), multi storey car park and redevelopment of south site of a maximum of 40,700 sqm of floorspace comprising a new arena (Class D2), up to 13 storey hotel / residential building (Class C1/ C3), food and drink (Class A3), undercroft car park, potential energy centre. Across both sites, the provision of associated new public open space / public realm and landscaping, new pedestrian and vehicular access and servicing arrangements (including a pedestrian bridge link across Oystermouth Road), provision of new bus stops on Oystermouth Road, new pedestrian access through existing arches along Victoria Quay, relocation of Sir H Hussey Vivian statue, earthworks, and plant.	Approved 06/06/2017
2018/0942/NMA	Swansea Central Redevelopment - Non Material Amendment to outline planning permission 2017/0648/OUT granted 6 June 2017 to amend the approved parameter plans, sections and supporting documents under Condition 1	Approved 01/06/2018
LPA Ref: 2018/1648/RES	Approval of reserved matters (access, appearance, landscaping, layout and scale) for Phase 1 of Swansea Central, including: Development Zones 3, 4a and 4b and part of Development Zone 4c and 5 of outline planning permission 2017/0648/OUT, pursuant to Condition 3, comprising details of the: Arena (Use Class D2/A3) extending to 30m in height, and associated ground and first floor level car parking, servicing areas; Podium level public park with kiosk (Use Class A1/A3); Replacement bridge over Oystermouth Road; Mixed use block extending to 28.5m, comprising multi storey car park, new commercial floorspace (use Class A3/B1/D1) and residential flats (Use Class C3) to the north of Oystermouth Road; and associated ground level public realm improvements; approval of details pursuant to Condition 6 (landscaping strategy), Condition 8 (levels), Condition 9 (external finishes), Condition 11 (wind mitigation), Condition 21 (surface water drainage), and Condition 36 (ecological enhancement measures).	Approved 3/10/2018
P/2018/1823/LBC; Welsh Government Ref: qA1365396	Works to the Grade II listed GWR revetment wall, including the substantial removal of existing embankment and construction of new structural retaining wall and work to the tunnels at the former GWR revetment wall location along the southern boundary of Swansea Central Station.	Approved 12/12/2018

2019/0980/S73	Outline planning application (with all matters reserved) for the refurbishment, alteration and/or demolition of all existing buildings / structures on the site (except St Mary's Church and St David's Church) and redevelopment of site with indicative access / layout and scale parameters on the north site of a maximum of 1 to 7 storeys and maximum new floorspace of 84,050 sqm comprising retail / commercial /office use (Classes A1/A2/A3/B1) residential (Class C3), non-residential institution (Class D1) and leisure (Class D2), multistorey car park and redevelopment of south site of a maximum of 40,700 sqm of floorspace comprising a new arena (Class D2), up to 13 storey hotel / residential building (Class C1/ C3), food and drink (Class A3), undercroft car park, potential energy centre. Across both sites, the provision of associated new public open space / public realm and landscaping, new pedestrian and vehicular access and servicing arrangements (including a pedestrian bridge link across Oystermouth Road), provision of new bus stops on Oystermouth Road, new pedestrian access through existing arches along Victoria Quay, relocation of Sir H Hussey Vivian statue, earthworks, and plant - Section 73 application to incorporate minor material amendments to the wording of Condition 1 (approved parameter plans and sections, and supporting documents) of planning permission 2017/0648/OUT granted 13th June 2017.	Approved 5/06/2019
2019/1112/NMA	Swansea Central Redevelopment= Non Material Amendment to outline planning permission 2017/0648/OUT granted 6 June 2017 to amend the "means of access" parameter plans, sections and supporting documents under Condition 1 to allow cyclists access the new bridge over Oystermouth Road together with connections through the development	Approved 13/06/2019
2019/1373/RES	"Approval of revised reserved matters (access, appearance, landscaping, layout and scale) for part of Phase 1 of Swansea Central, including parts of: Development Zones 1a, 3, 4a, 4c and 5 of outline planning permission 2017/0648/OUT as amended (LPA Ref: 2019/0980/S73, pursuant to Condition 3, comprising details of the: servicing areas; Mixed use block extending to 36.5m, comprising multi storey car park, new commercial floorspace (use Class A1/A3/B1/D1) and residential flats (Use Class C3) to the north of Oystermouth Road; and associated ground level public realm improvements; approval of details pursuant to Condition 6 (landscaping strategy), Condition 8 (levels), Condition 9 (external finishes), Condition 11 (wind mitigation), Condition 21 (surface water drainage), and Condition 35 (ecological enhancement measures)."	Approved 13/08/19
Other Relevant Planning Applications		
2018/2130/FUL Land Adjacent To Swansea Central Phase 1, Comprising St Davids Car Park, Llys Dewi Sant, Former St David's Shopping Centre	Demolition of all existing buildings and structures on the site and for temporary landscaping and public realm works in relation to the temporary use of the site for retail, leisure and recreation uses (Use Classes A1/A3/D1/D2), provision of pedestrian and servicing access and associated infrastructure, all pending redevelopment of the site for mixed use purposes pursuant to planning permission 2017/0648/OUT dated 13th June 2017	Approved 4/12/2018

And Surrounding Public Realm		
2018/1125/FUL	Highway alterations to existing Tesco/Wellington Street access to facilitate: Widening of Wellington Street to allow two-way traffic flow along its entire length, to include, a coach/bus layby to accommodate 3 coaches and alterations to the carriage way and new footpath; Removal of mini roundabout and installation of a vehicle turning area for HGV's and buses; Realigned carriageway of Thomas Street and Albert Row; Reconfiguration of the access and egress to St. Mary's car park and internal layout of the car park; New entrance and exit to Quadrant Court Car Park; Amendments to the access and egress to the Debenhams servicing area; Removal of the existing access and egress to the Tesco car park and provision of a repositioned access and egress; Reconfiguration of Tesco car park layout; and Associated infrastructure and landscaping and public realm Works	Approved 11/07/2018
Land At Wellington Street, Tesco , Albert Row And Thomas Street Swansea		
2019/0842/RG3	Removal of soft landscaping and street furniture, to enable the installation of nine blue badge car parking spaces and associated landscaping, highway works to pavement, removal of turning head, realignment of pathway at junction with Burrows Place (Council Development Regulation 3)	Approved 12/06/2019
Land North West Of Burrows Place Maritime Quarter Swansea		

Below a short summary of the planning conditions for:

- Outline PP as varied.
- Reserved Matters for Phase 1
- Reserved Matters Resubmission for Part of Phase 1
- LBC for Phase 1
- Burrows Place

Items in red need submitting as soon as possible. Items in orange need submitting prior to occupation or are submitted pending determination in line with statutory timeframes/overdue client team addressing consultee comments. Items in green are resolved. n/a= no action.

Outline PP as varied.

Condition	Detail	Trigger	Status in Relation to PHASE 1
1	Approved Drawings	Compliance	n/a
2	Phasing	Compliance for Phase 1 Prior to commencement for all other Phases	Phase 1 Approved (2019/0355/DOC)
3	Reserved Matters	Prior to commencement of each phase	Phase 1 Approved (2018/1648/RES and re-submission of Phase 1 2019/1373/RES)
4	Reserved Matters Time Limit	Compliance	n/a
5	Time limits for implementation	Compliance	n/a
6	Landscaping	Prior to commencement of each phase	Phase 1 Approved (2018/1648/RES and 2019/1373/RES)
7	Landscape / Public Realm	Prior to Occupation	Needs to be submitted

8	Levels	Prior to commencement of each phase	Phase 1 Approved (2018/1648/RES and 2019/1373/RES)
9	External Finishes	Prior to commencement of each phase	Phase 1 Approved (2018/1648/RES and 2019/1373/RES)
10	Shop Front Transparency	Prior to Occupation	Needs to be submitted
11	Wind Mitigation	Prior to commencement of each phase	Phase 1 Approved (2018/1648/RES and 2019/1373/RES)
12	Affordable Housing	Prior to commencement of any residential development	Phase 1 Approved (2019/1758/DOC)
13	Contamination	Compliance for Phase 1 South Side Prior to commencement for all other Phases	Phase 1 South side approved 2018/0936/DOC. Submission for North Side made 16/08/19, pending determination.
14	Remediation Strategy	Prior to Occupation	Needs to be submitted
15	Monitoring and Maintenance Plan	Compliance	n/a
16	Contamination	Compliance (unless contamination identified)	n/a
17	Piling	Compliance for Phase 1 South Side Prior to commencement of relevant development for all other Phases	Phase 1 South side approved (2019/0583/DOC). Submission for North Side made 28/08/19, pending determination.
18	Foul Water and Surface Drainage	Compliance	n/a
19	Scheme for Foul Water, Surface Water and Land Drainage	Prior to occupation	Needs to be submitted
20	Surface Water Drainage (SOUTH)	Compliance for Phase 1 South Side Prior to commencement for all other Phases	Phase 1 south side approved (2019/0878/DOC) New submission made for revised south side details-(2019/1551/DOC). Decision due 29/08/2019- over due. Consultation comments being addressed
20	Surface Water Drainage (NORTH)	Compliance for Phase 1 South Side Prior to commencement for all other Phases	Application submitted for north side details (2019/1553/DOC). Decision due 29/08/2019- over due. Consultation comments being addressed.
21	Surface Water Strategy (SOUTH)	Prior to commencement of development	Phase 1 Approved (2018/1648/RES)
21	Surface Water Strategy (NORTH)	Prior to commencement of development	Application submitted for north site (2019/1553/DOC). Decision due 29/08/2019- over due. Consultation comments being addressed

22	CSWMP	Compliance for Phase 1 Prior to commencement for all other Phases	Phase 1 Approved (2019/0234/DOC)
23	CEMP	Compliance for Phase 1 Prior to commencement for all other Phases	Phase 1 Approved (2019/0234/DOC)
24	CMS	Compliance for Phase 1 Prior to commencement for all other Phases	Phase 1 Approved (2019/0236/DOC)
25	WSI	Compliance for Phase 1 enabling works (2018/0235/DOC) and all other areas (2019/1160/DOC) Prior to commencement for all other Phases	Phase 1 Approved (2018/0235/DOC & 2019/1160/DOC)
26	Watching Brief	Compliance for Phase 1 Prior to commencement for all other Phases	Phase 1 Approved (2019/0313/DOC)
27	Car Parking Management Strategy	Prior to occupation (of any phase of development)	Needs to be submitted
28	Travel Plan	Prior to occupation (of any phase of development)	Needs to be submitted
29	Highway Engineering	Prior to commencement of each phase of development	Needs to be submitted and approved prior to commencement of works
30	Vehicular Servicing	Prior to occupation of each phase	Needs to be submitted
31	Waste / Refuse Management Plan	Prior to occupation	Needs to be submitted
32	Arena Management Plan	Prior to occupation	Needs to be submitted
33	Arboricultural Method Statement	Compliance for Phase 1 Prior to commencement for all other Phases	Phase 1 Approved (2019/0236/DOC)
34	Trees	Compliance	n/a
35	Ecological Enhancement Measures	Prior to commencement of each phase	Phase 1 Approved (2018/1648/RES and 2019/1373/RES)
36	Noise from Arena	Prior to occupation	Needs to be submitted
37	Noise from Building Services Plant	Prior to occupation	Needs to be submitted
38	Noise from Commercial Deliveries / Servicing	Prior to occupation	Needs to be submitted

39	Noise from Traffic	Prior to occupation	Needs to be submitted
40	Noise from Commercial Activity	Prior to occupation	Needs to be submitted
41	Ventilation and Fume Extraction	Prior to occupation	Needs to be submitted

Reserved Matters for Phase 1

Condition	Detail	Trigger	Status in Relation to PHASE 1
1	Approved Drawings	Compliance	n/a
2	Samples (SOUTH)	Prior to commencement of superstructures	Needs to be submitted
2	Samples (NORTH)	Prior to commencement of superstructures	Needs to be submitted
3	Architectural details	Prior to commencement of superstructures	Needs to be submitted
4	Kiosk	Prior to the commencement of a specific part of the development - kiosk	Needs to be submitted
5	LED Skin	Prior to the commencement of a specific part of the development- arena superstructures	Needs to be submitted
6	Landscaping	Prior to the commencement of a specific part of the development- Landscape phase	Needs to be submitted
7	Temporary Car Parking	Prior to commencement of development	Approved (2019/0537/DOC) 07/05/2019

Reserved Matters for Part of Phase 1

Condition	Detail	Trigger	Status in Relation to PHASE 1
1	Approved Drawings	Compliance	n/a
2	Samples (This Part of Phase 1)	Prior to commencement of superstructures	Needs to be submitted
3	Architectural details	Prior to commencement of superstructures	Needs to be submitted
4	External Ventilation	Prior to commencement of superstructures	Needs to be submitted
5	Landscaping	Prior to the commencement of a specific part of the development- Landscape phase	Needs to be submitted
6	Car Parking Management	Compliance	n/a

LBC for Phase 1

Condition	Detail	Trigger	Status in Relation to PHASE 1 LBC AREA
1	Timescales	Compliance	n/a
2	Approved drawings	Compliance	n/a
3 Points 2 and 3	Retaining Wall Details, Stone Gabions and Climbing Plants	Prior to commencement of development	Needs to be submitted and approved prior to commencement of works
3 Bullet Point 1 and 4	Retaining Wall Details, Stone Gabions and Climbing Plants	Prior to commencement of development	Approved (10/05/2019)
4	Samples	Prior to commencement of development	Needs to be submitted and approved prior to commencement of works
5	Method Statement - repairs	Prior to commencement of development	Approved (06/03/2019)
6	Method Statement-stonework re-use and removal	Prior to commencement of development	Approved (06/03/2019)
7	Masonry	Compliance	n/a
8	Programme of Archaeological Work	Prior to implementation of archaeological work	Approved (06/03/2019 & 10/05/2019)
9	Recording and Analysis of Historic Building	Prior to implementation of archaeological work	Approved (06/03/2019)
10	Construction Method Statement	Prior to commencement of development	Approved (21/03/2019)
10 (rebmision)	Construction Method Statement	Prior to commencement of development	Approved (10/05/2019)
11	Paxton St Method Statement	Prior to commencement of works to Paxton Street Tunnel	Needs to be submitted- by the Council (Paul Botanic)
12	Floor Surface Finished	Prior to commencement of works on new tunnel access routes	Needs to be submitted

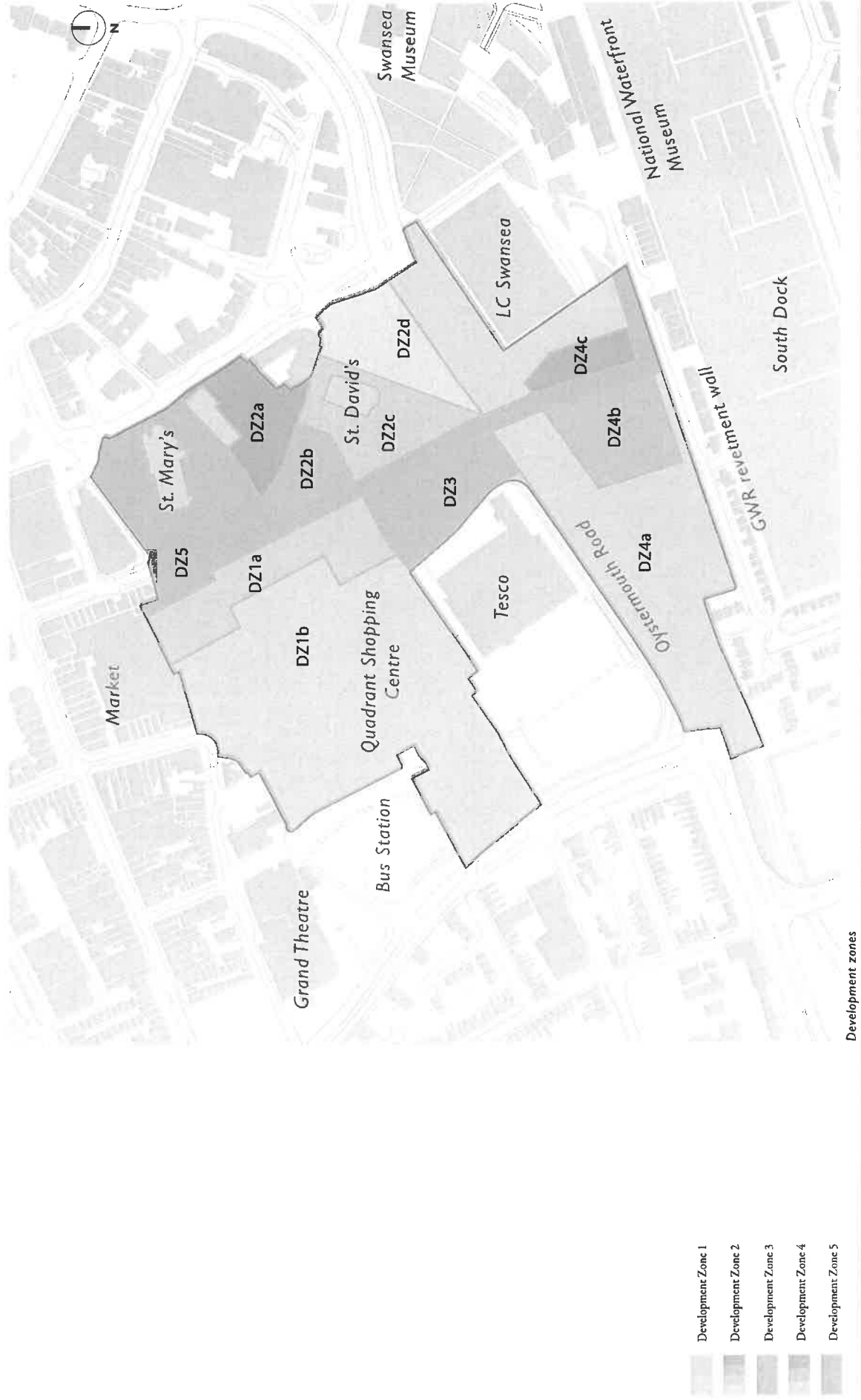
Burrows Place

Condition	Detail	Trigger	Status
1	Timescales	Compliance	n/a
2	Approved drawings	Compliance	n/a
3 Points 2 and 3	Hard surfaces	Prior to implementation	Approved 09/09/19

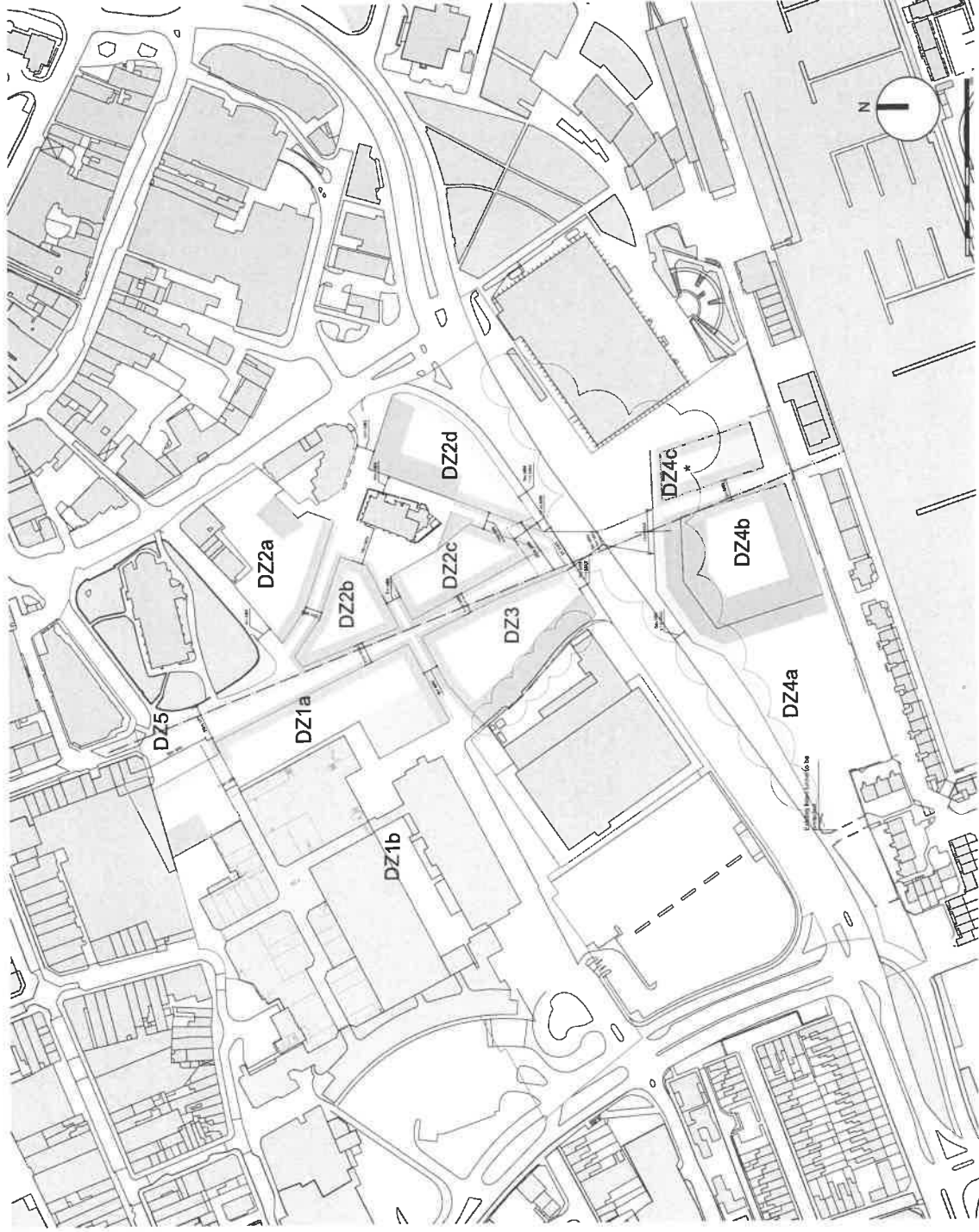
APPENDIX 6

2.2. OUTLINE PLANNING PARAMETER

2.1.6. DEVELOPMENT ZONES



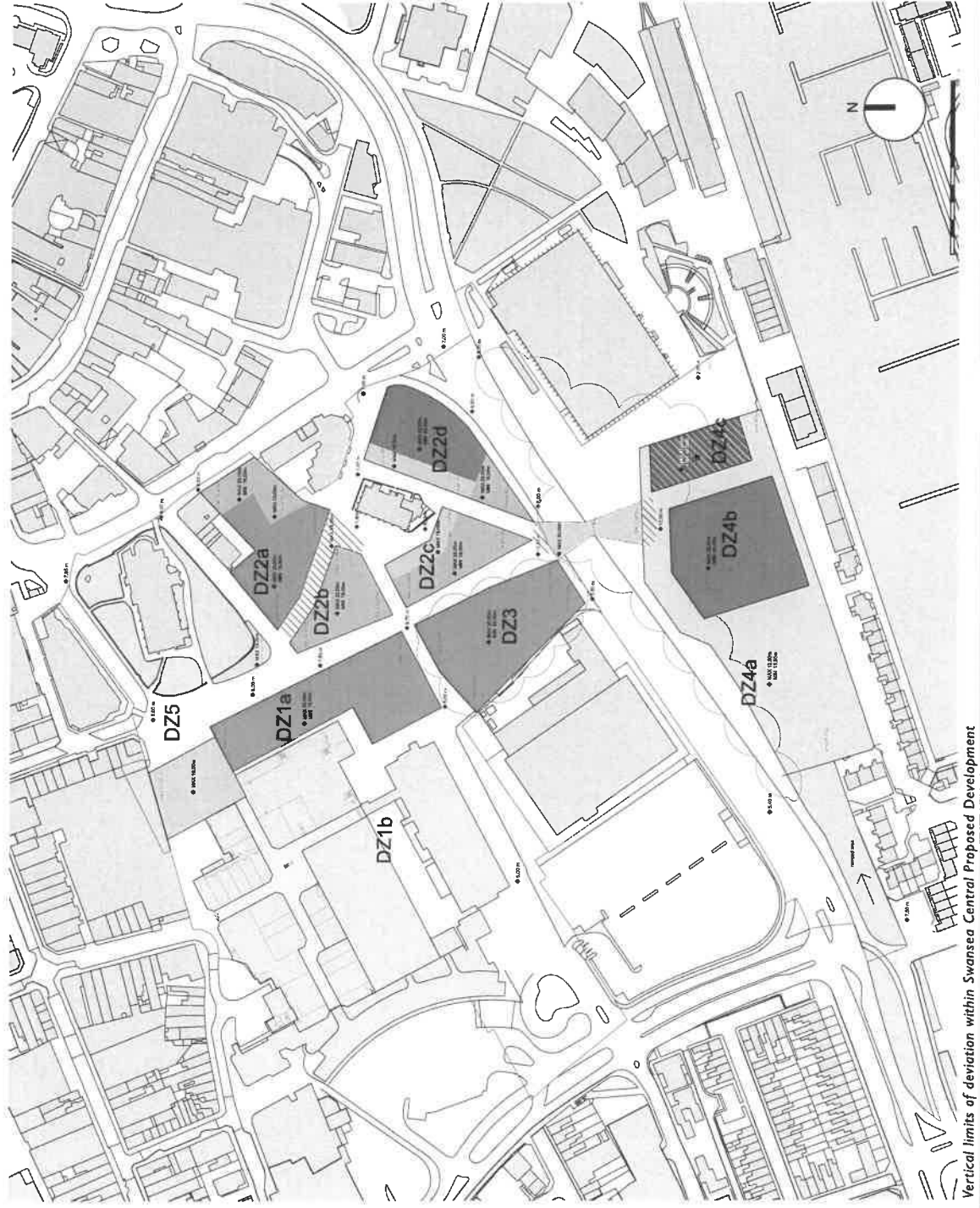
2.2.1. MAXIMUM AND MINIMUM BUILDING FOOTPRINT



- Planning Application Site Boundary
- ▬ Building Line subject to limit of deviation of +3m/-6m
- ▬ Building Line subject to limit of deviation of -3m
- ▬ Building Line subject to limit of deviation of -6m
- ▬ Building Line subject to limit of deviation of -15m
- ▬ Building Line subject to limit of deviation of -25m
- ▬ Building Line subject to limit of deviation of 0m
- ▬ Building Line subject to limit of deviation of +10m/-15m
- ▨ Building Line to be a minimum of 10m from the boundary of the Presbytery
- ▬ Protected view

Maximum and Minimum Building Footprints within Swansea Central Proposed Development

2.2.2. VERTICAL LIMIT OF DEVIATION



Planning Application Site Boundary

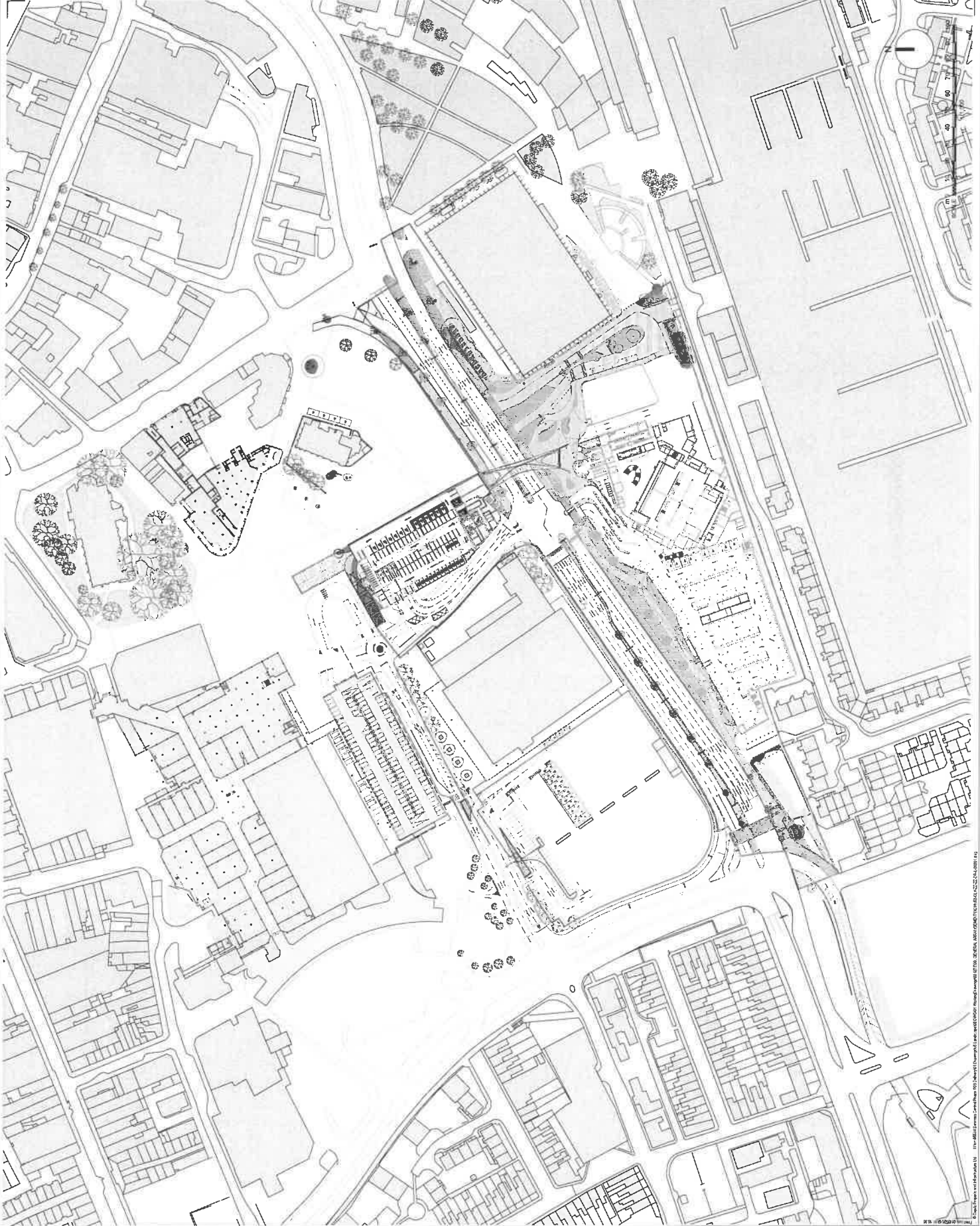
MIN (mAOD)	MAX (mAOD)
+47.00	+57.00
+22.00	+32.00
+18.00	+27.00
+18.00	+22.00
+11.50	+18.00
	+14.00

Lower plinth height MAX +22.00m
MIN +18.00m (AOD)

Area of possible full extend canopy coverage

Vertical limits of deviation within Swansea Central Proposed Development

APPENDIX 7



Rev	By	Date	Description
S2 - FOR INFORMATION			
Purpose of Issue			
Classification			
Commercial in Confidence			
Client			
THE COUNCIL FOR THE CITY & COUNTY OF SWANSEA			
Project			
SWANSEA CENTRAL PHASE 1			
Drawing			
COMPOSITE LANDSCAPE MASTERPLAN LEVEL 00			
Scale @ A1	Drawn	Checked	Approved
1:1000	DC	SC	AC
Project No.	Date		
C18082	10-APRIL-19		
Drawing Identifier			
Project Name: Swansea Central Phase 1 - Site Masterplan			
Drawing No: C18082-01-ZZZZ-001-00100			
Drawing Scale: A1			
Drawing Date: 10-APRIL-19			
Drawing Author: PJI			

CAPITA
 LANDSCAPE ARCHITECTURE
 95 Gresham Street London, EC2R 7JD
 020 7799 6500
 www.capitalandscape.co.uk
 Capital Property and Infrastructure Ltd.

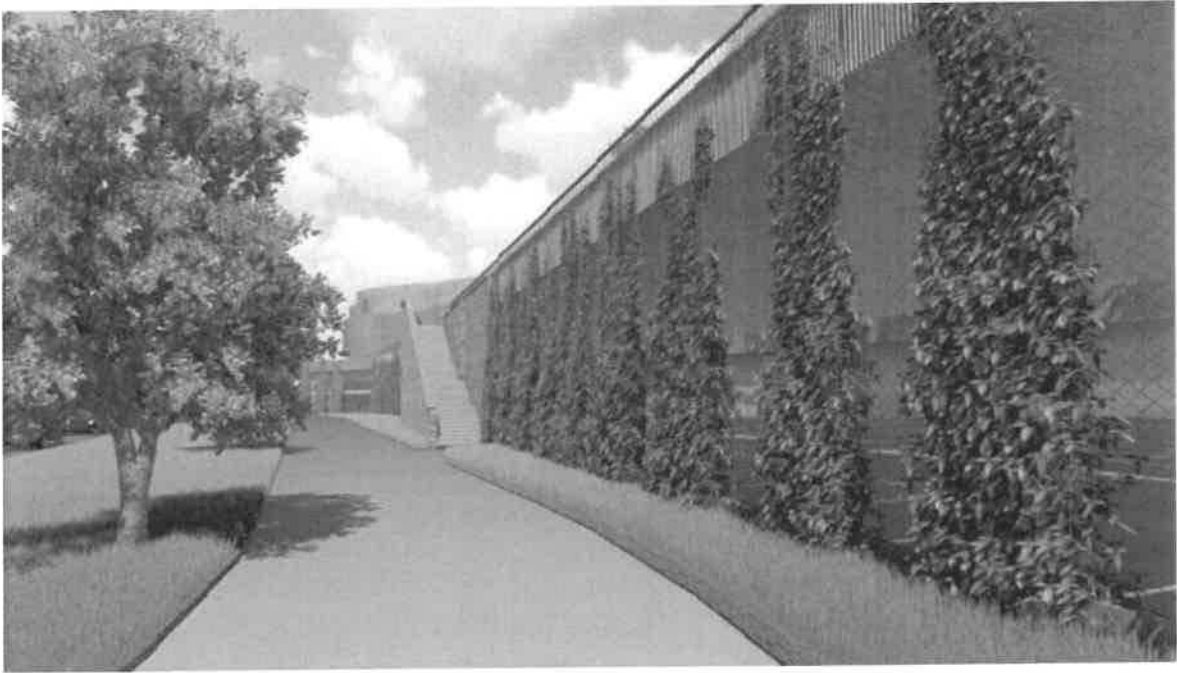
APPENDIX 8



Arena from the bridge



Arena from coastal park



Green wall to south car park on Oystermouth Road



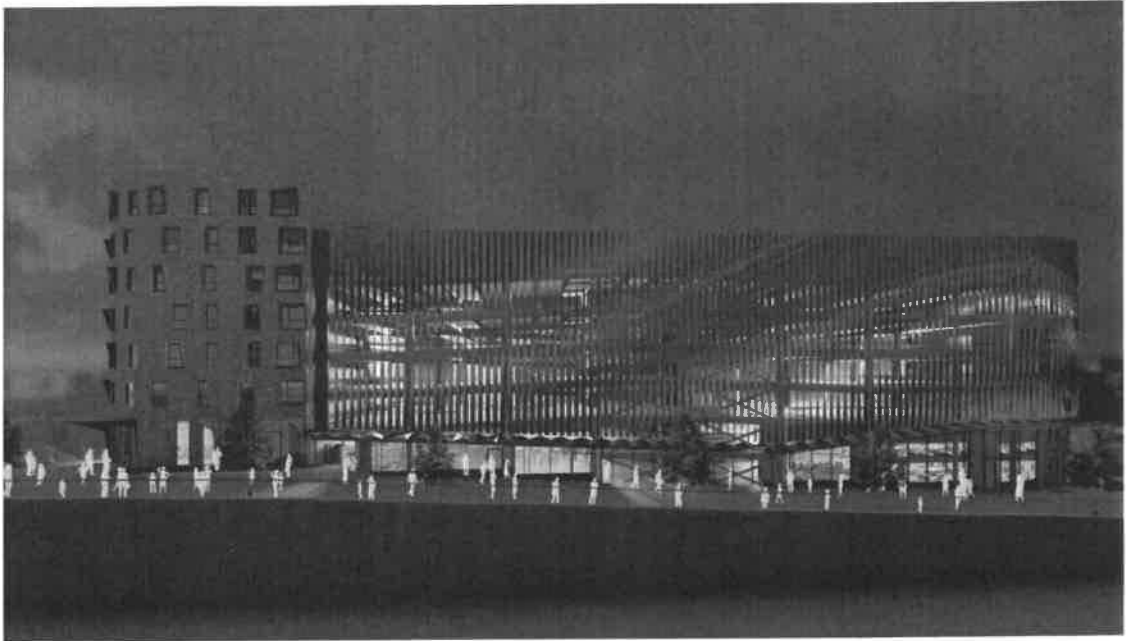
Aerial view looking east



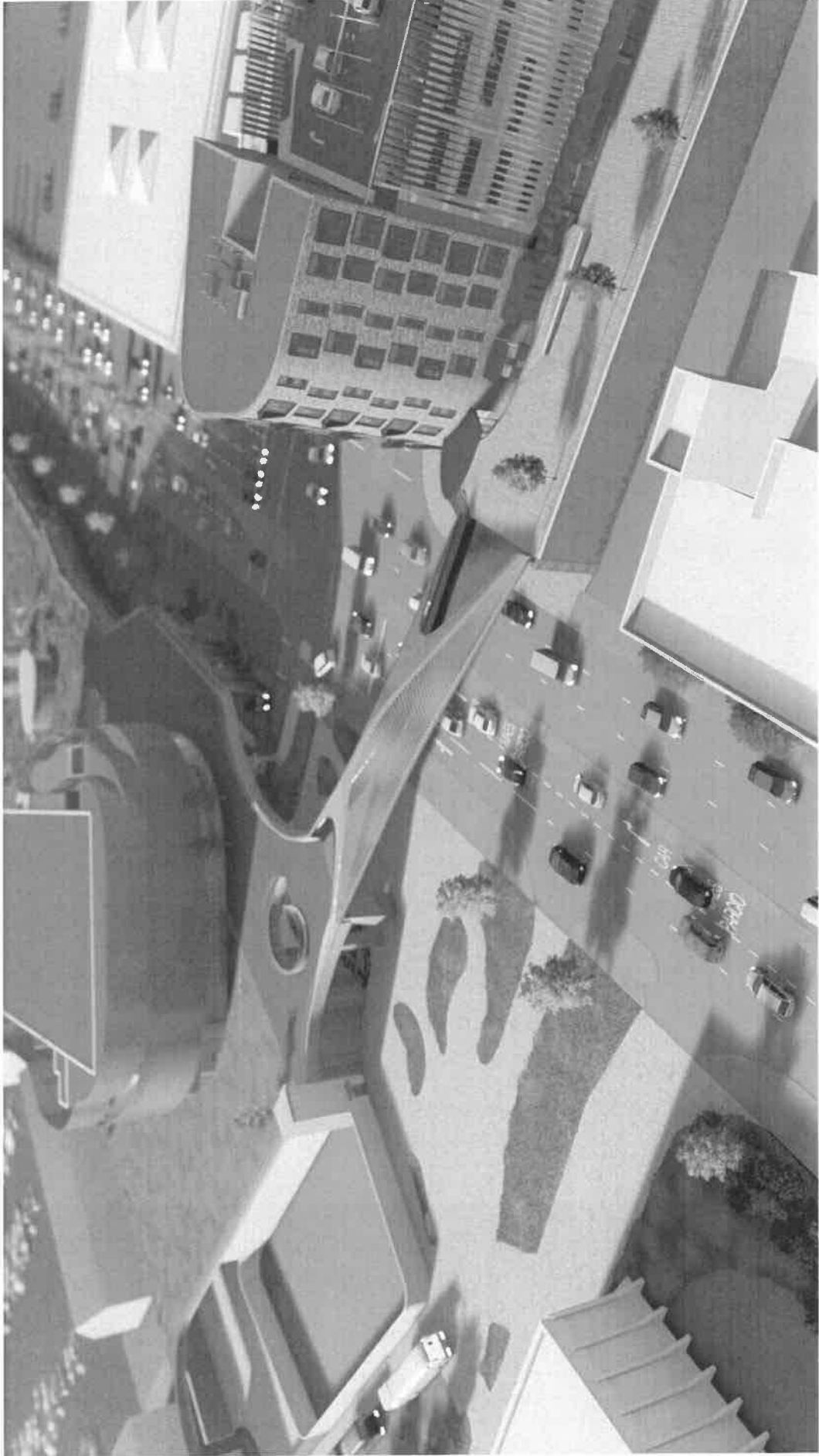
Coastal Park looking east



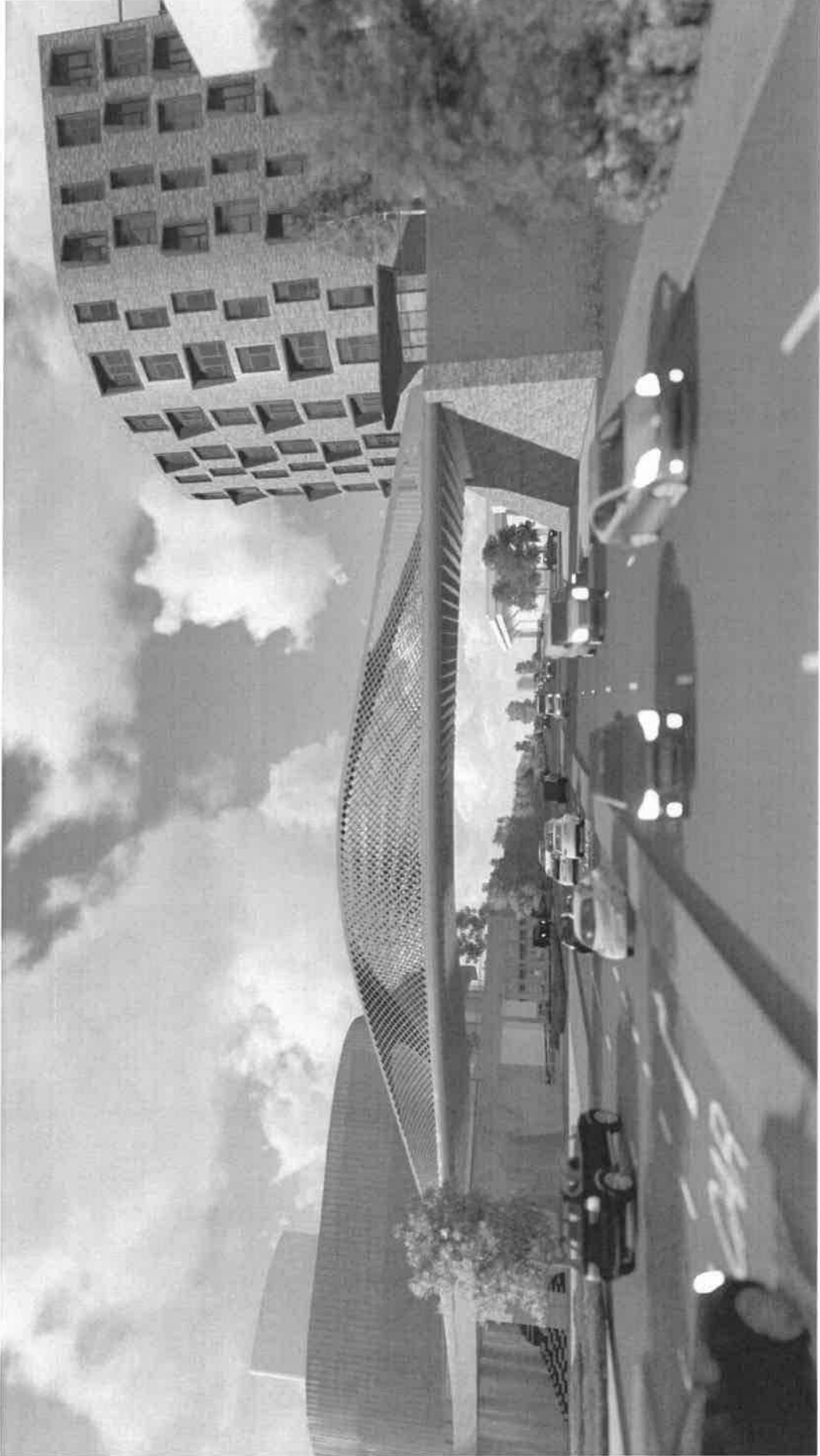
Residential Block



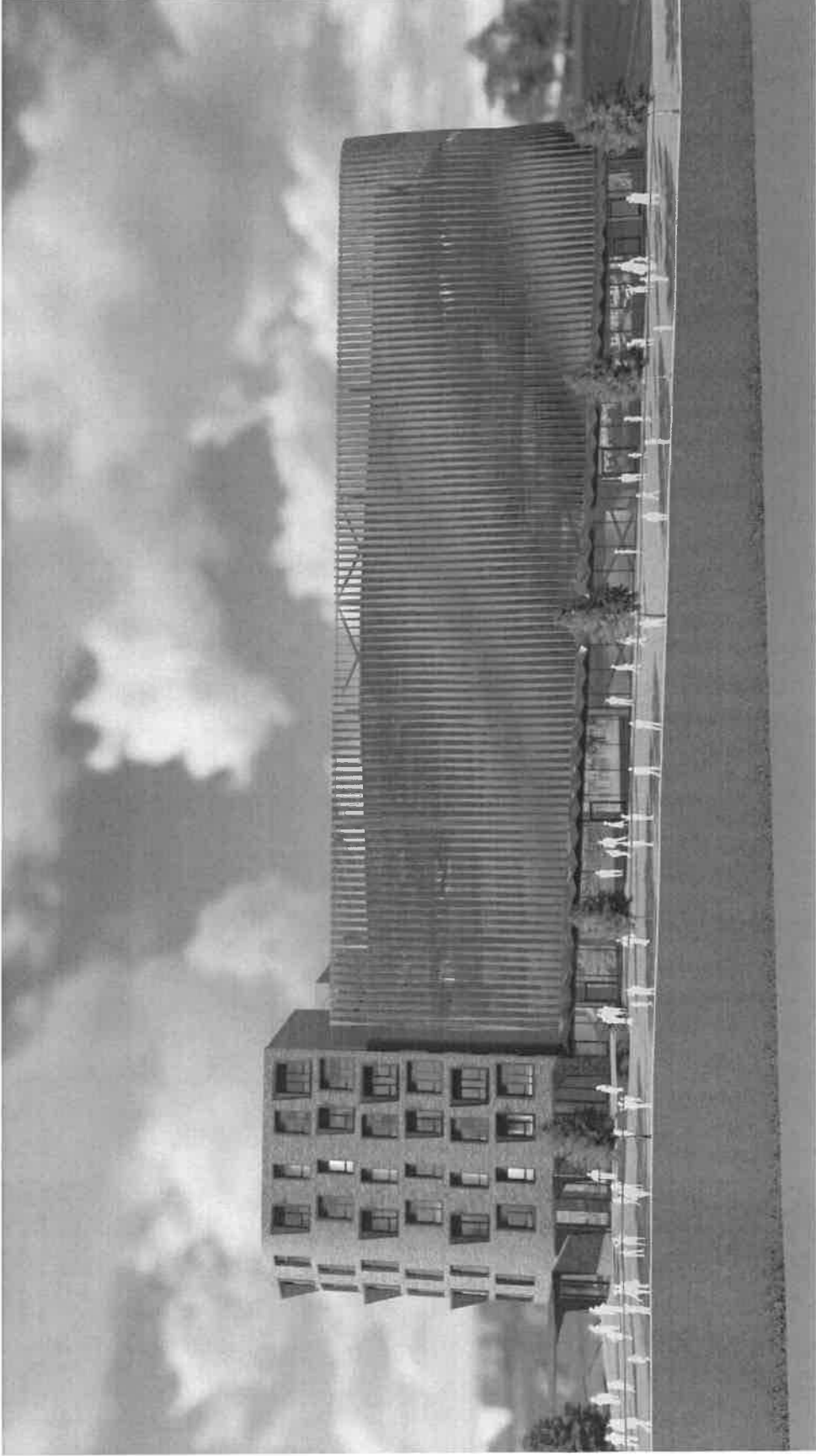
Multi-storey car park at night (from east)



Aerial view from east



Oystermouth Road



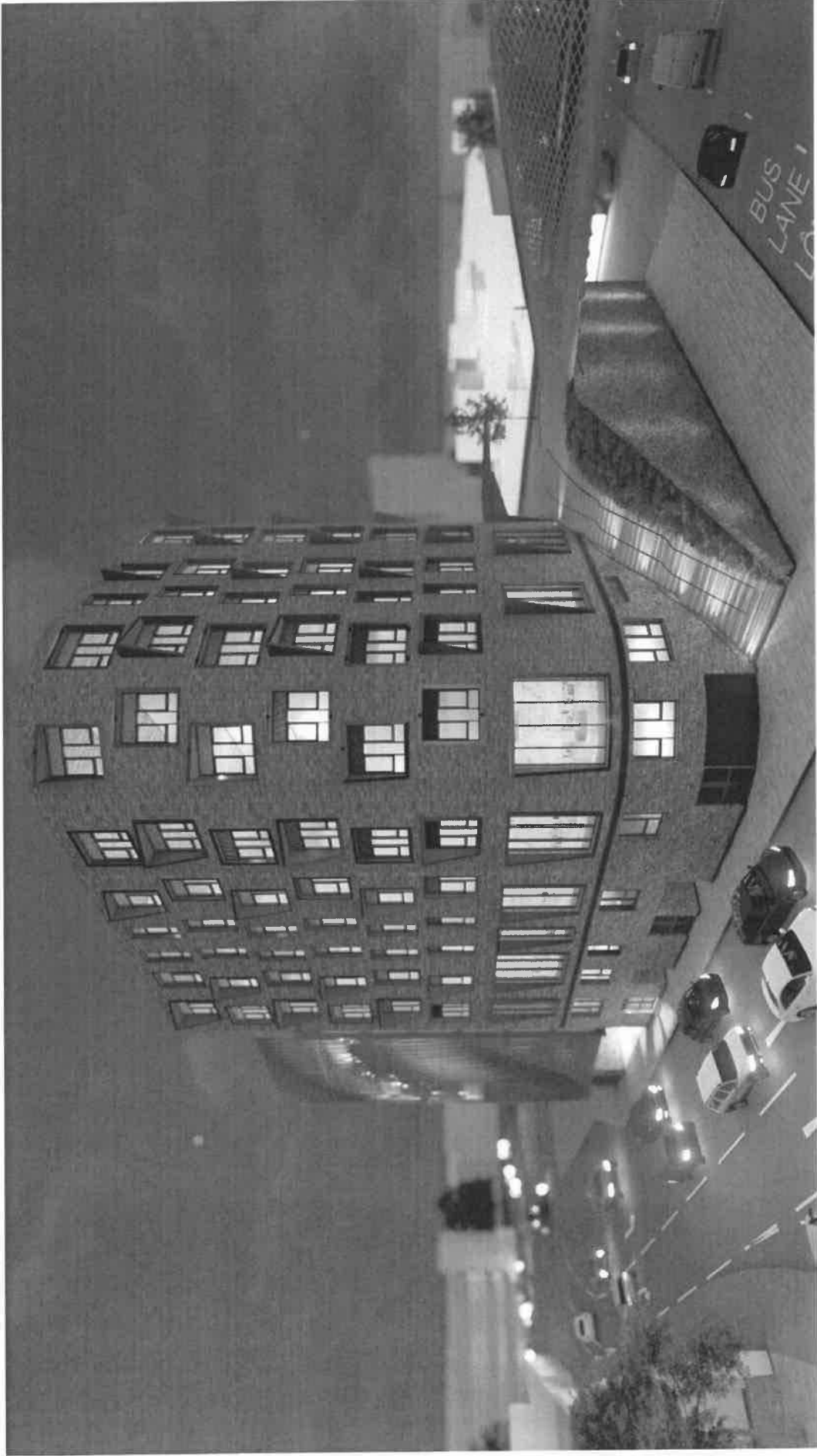
Residential and multi storey car park from east



Residential from Oystermouth Road



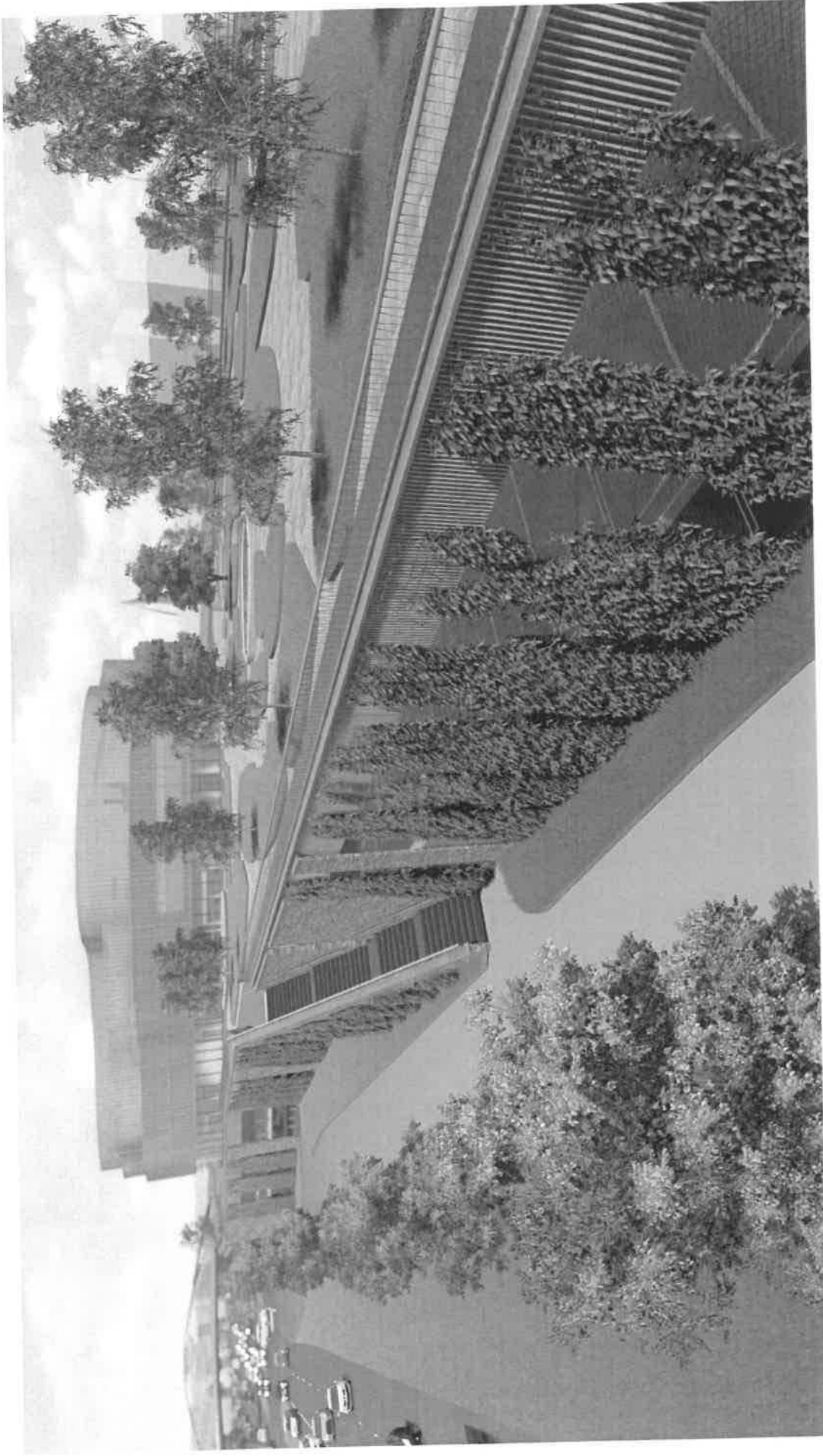
Residential at night



Residential from west (at night)



Residential from west



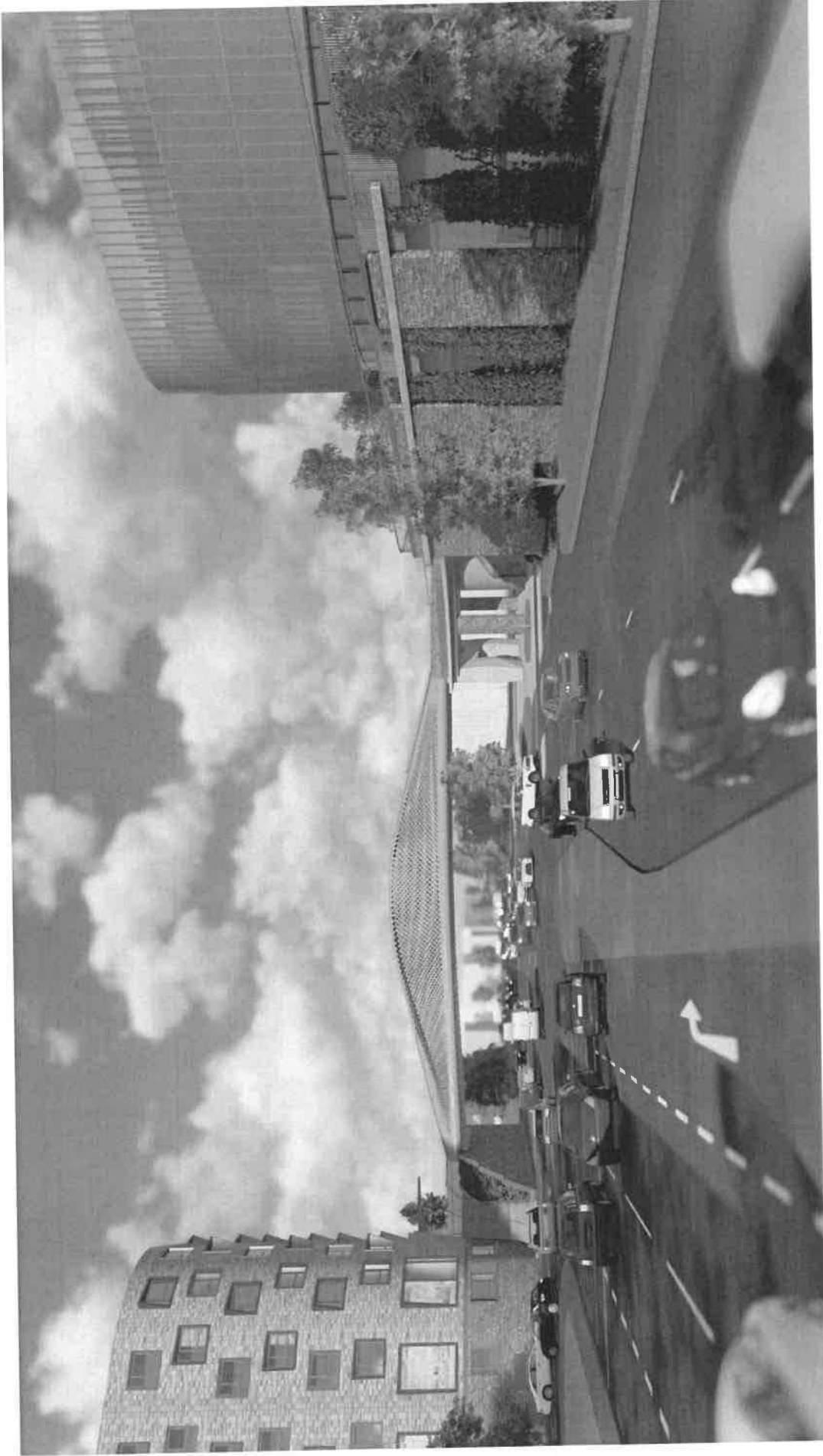
Green wall from east showing Coastal Park above



Green wall with Arena and Coastal Park



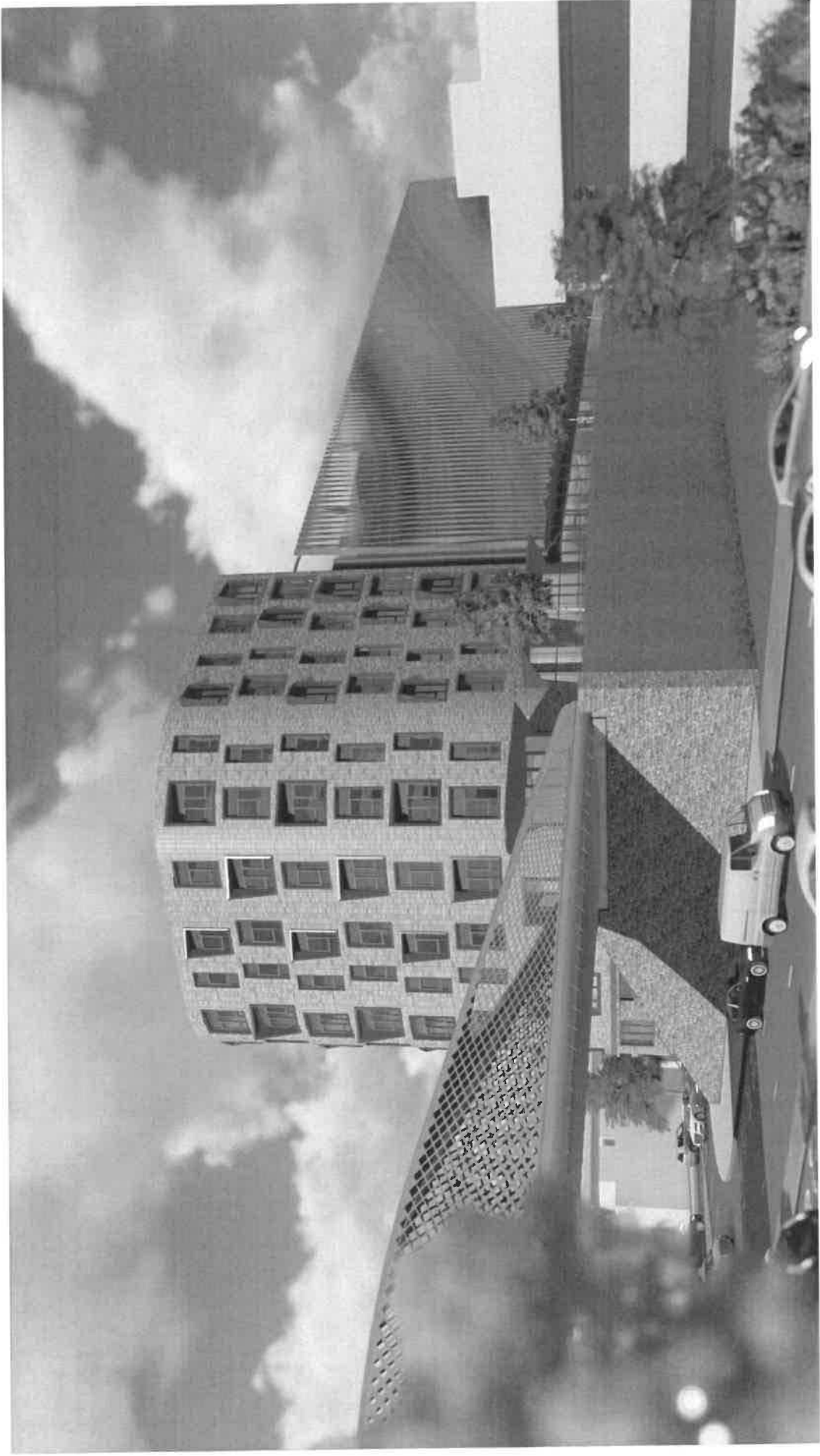
Oystermouth Road



Oystermouth Road looking west

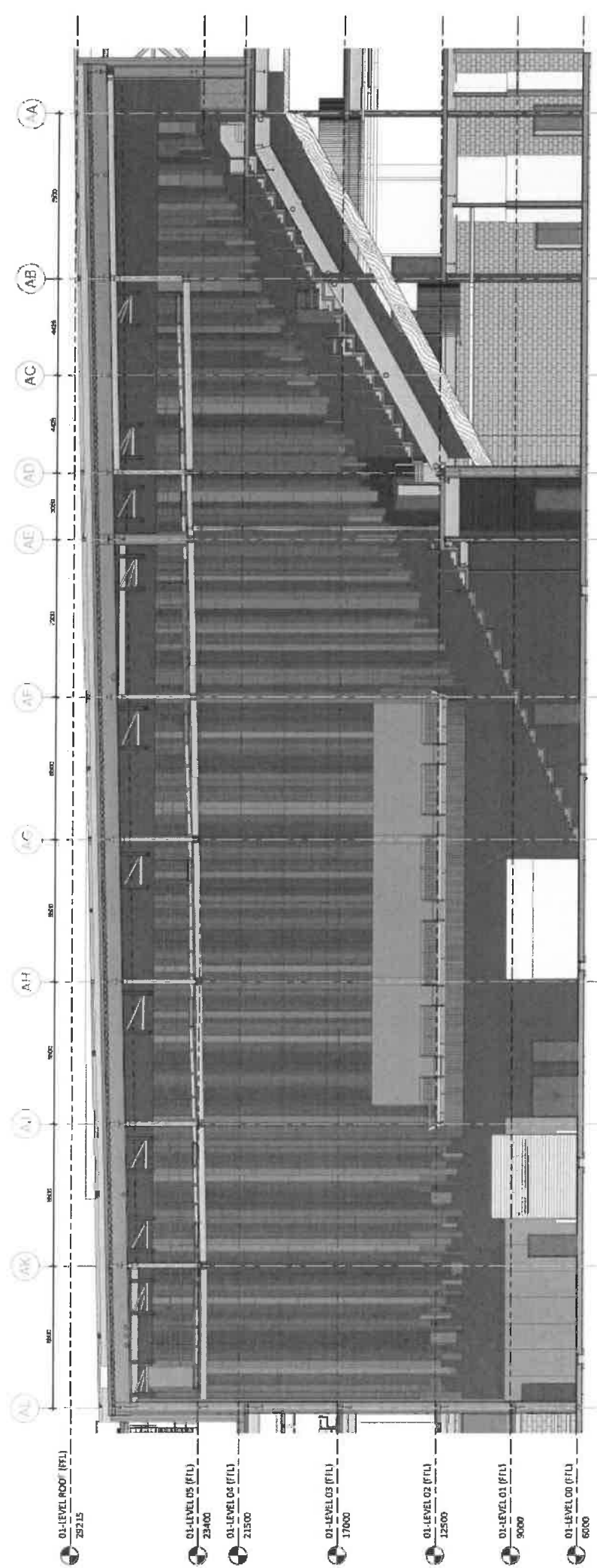


Aerial view from north



Residential from Oystermouth Road (East)

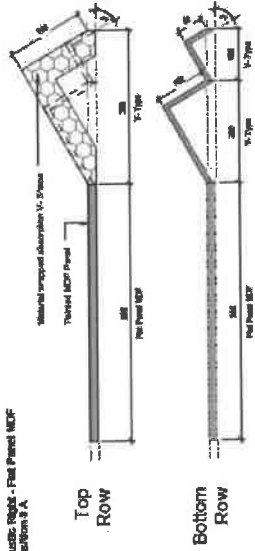
APPENDIX 10



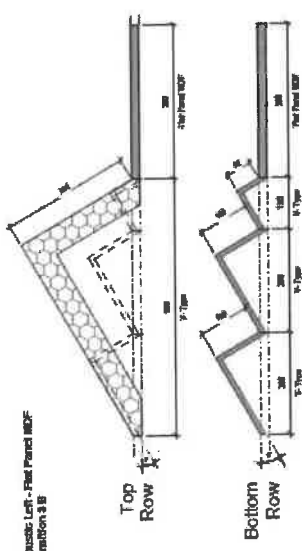
- 01-LEVEL ROOF (FTL) 25215
- 01-LEVEL 05 (FTL) 23400
- 01-LEVEL 04 (FTL) 21500
- 01-LEVEL 03 (FTL) 17000
- 01-LEVEL 02 (FTL) 12500
- 01-LEVEL 01 (FTL) 9000
- 01-LEVEL 00 (FTL) 6000

Panels Folding
Scale: 1:5

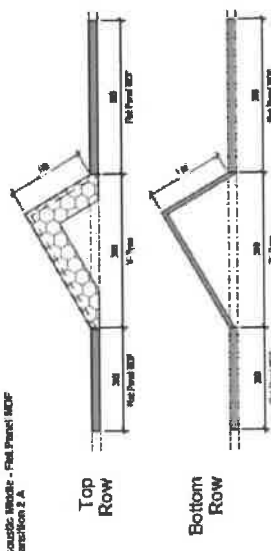
Acoustic Right - Flat Panel MDF Transition 2 A



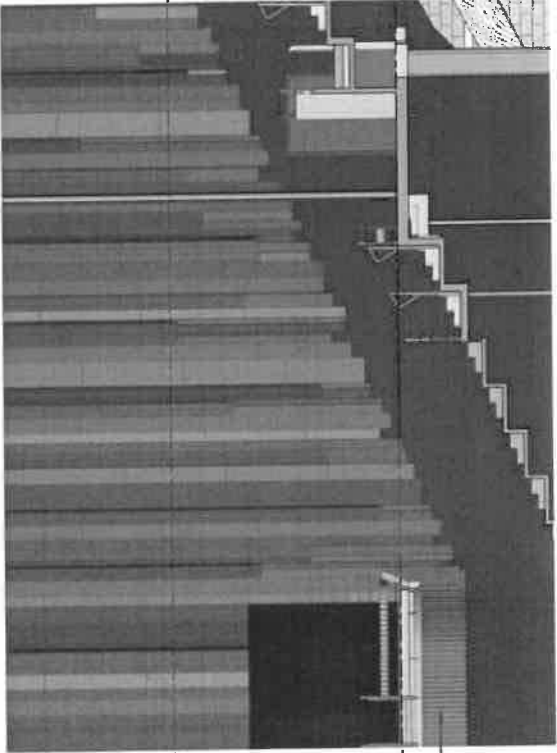
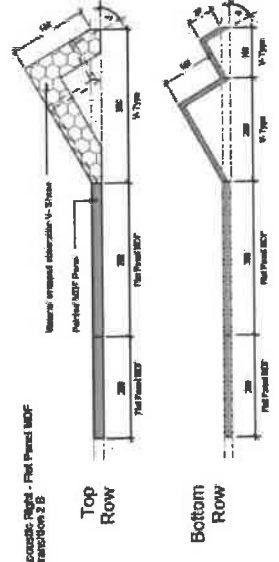
Acoustic Left - Flat Panel MDF Transition 2 B



Acoustic BRUSH - Flat Panel MDF Transitions 2 A



Acoustic Right - Flat Panel MDF Transition 2 B

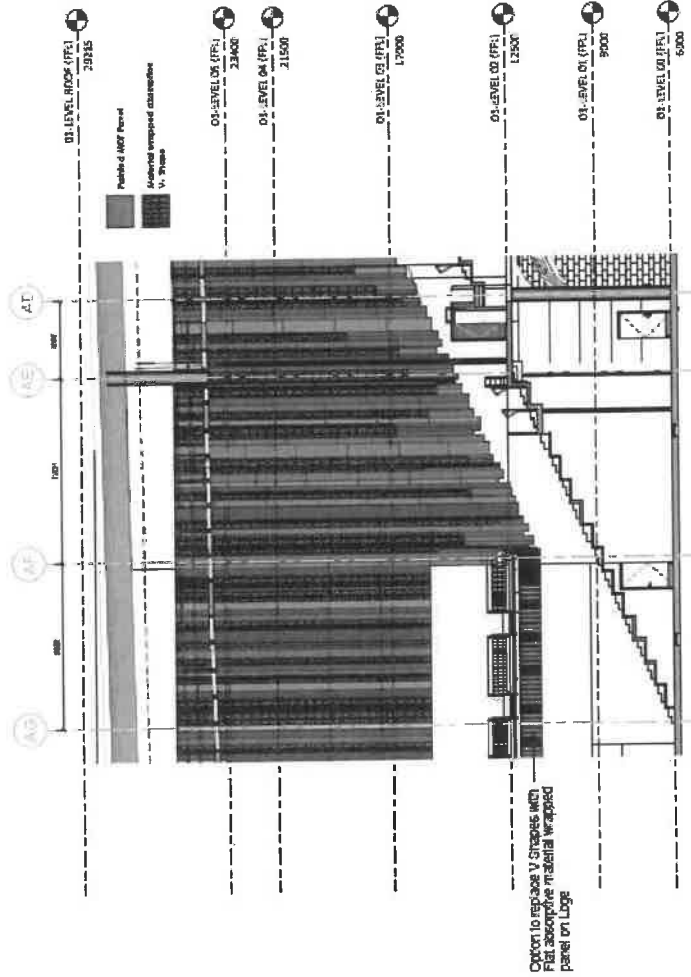


01-LEVEL 03 (FFL) 17000

01-LEVEL 07 (FFL) 11500

Option to replace V-Shades with Flat absorptive material wrapped panel on Loge

1 Auditorium Wall Finishes - Option 2 V-Shape Absorption & Flat Panel MDF - 3D View



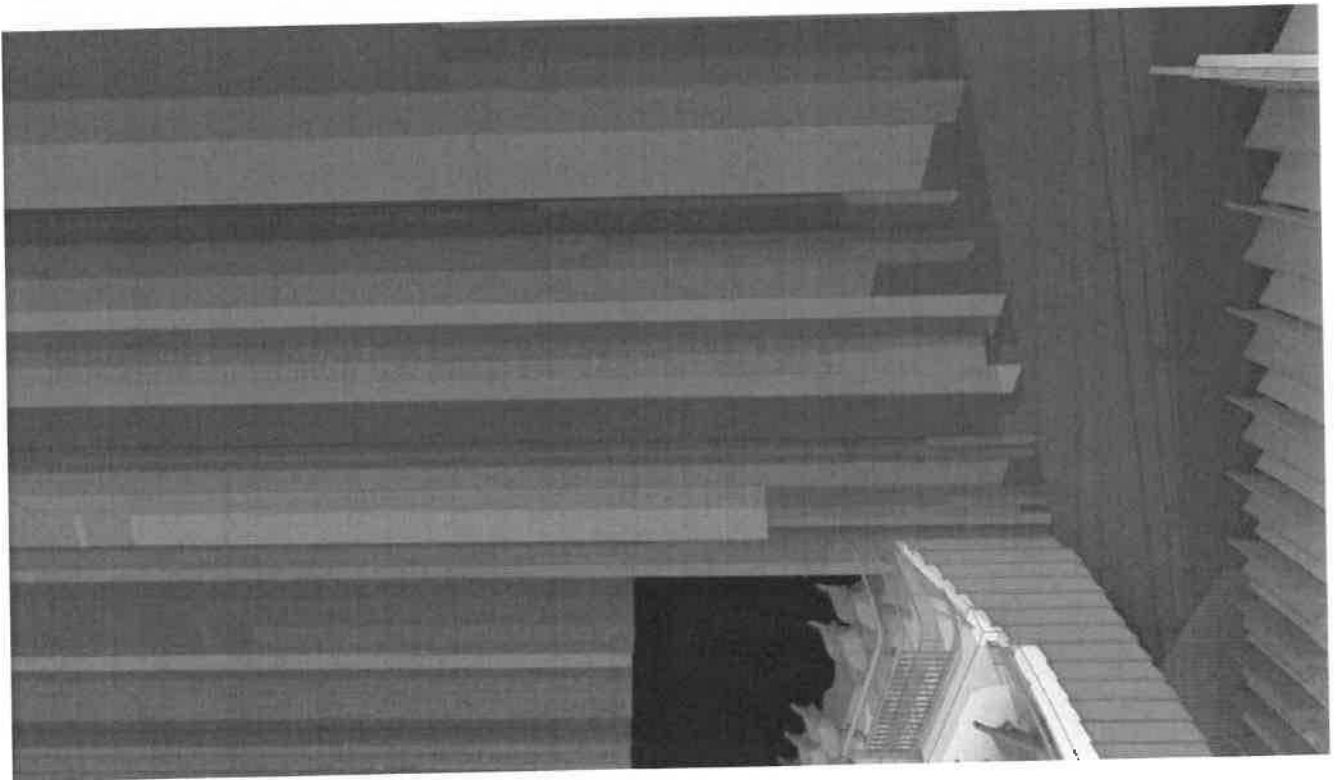
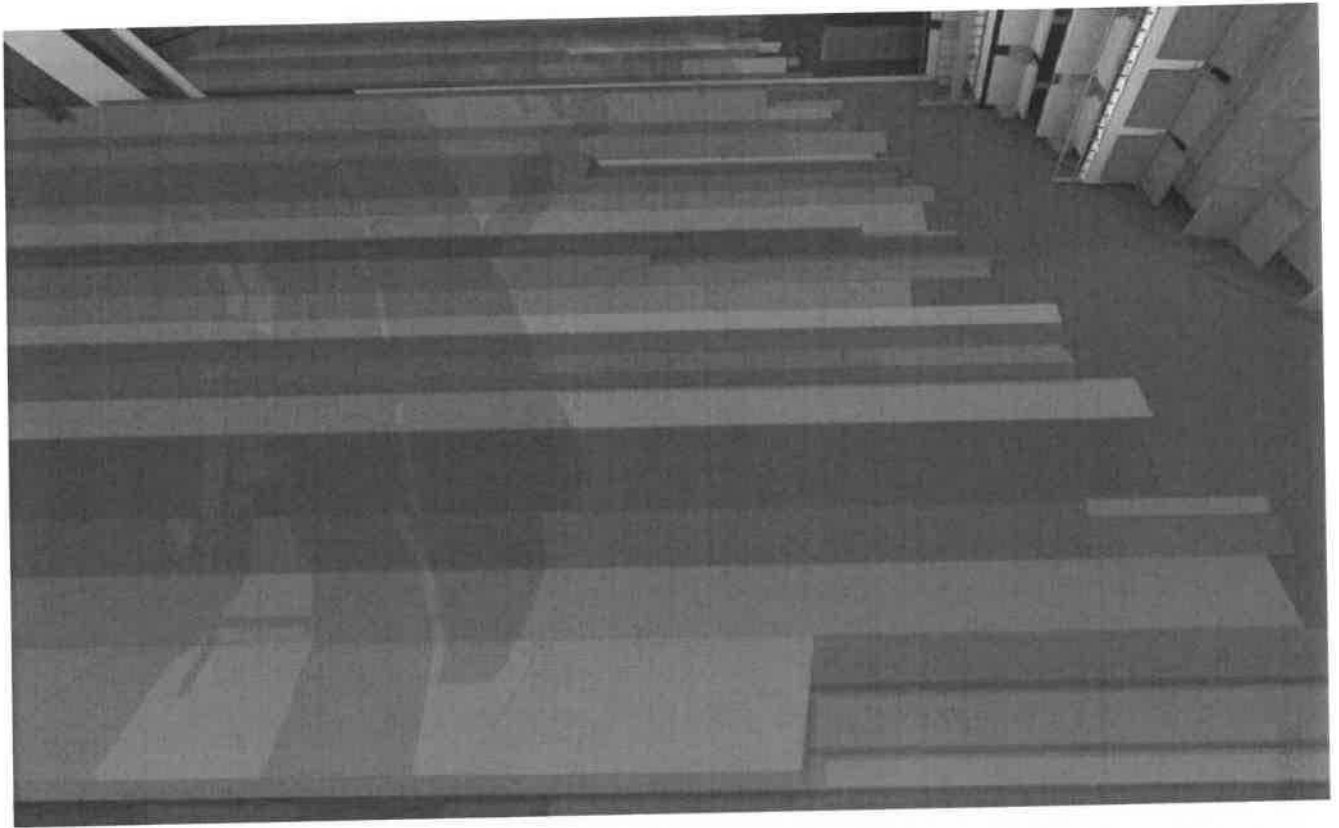
Option to replace V-Shades with Flat absorptive material wrapped panel on Loge

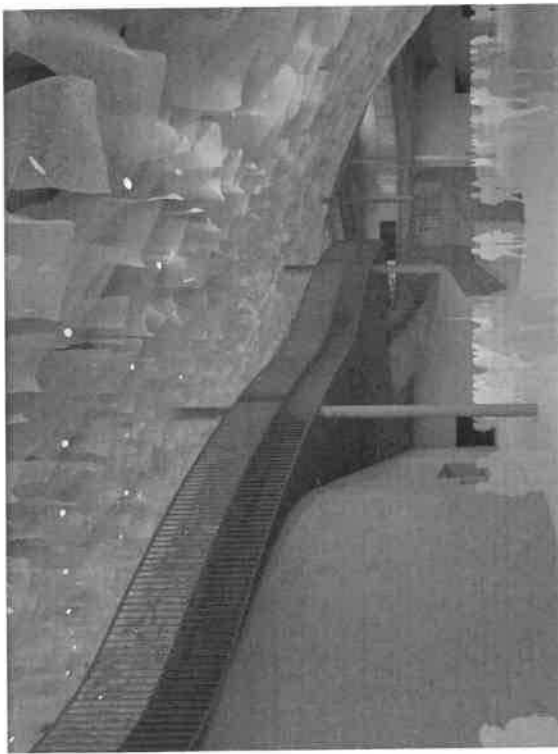
2 Auditorium Wall Finishes - Option 2 V-Shape Absorption & Flat Panel MDF - 2D Elevation

1. All dimensions shall be in metric units.
2. All dimensions shall be in metric units.
3. All dimensions shall be in metric units.
4. All dimensions shall be in metric units.
5. All dimensions shall be in metric units.
6. All dimensions shall be in metric units.
7. All dimensions shall be in metric units.
8. All dimensions shall be in metric units.
9. All dimensions shall be in metric units.
10. All dimensions shall be in metric units.

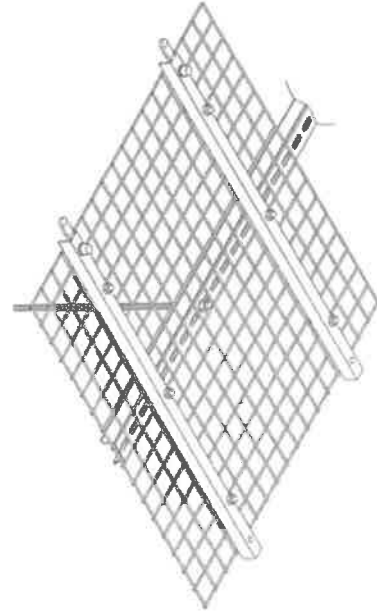
Project: Swansea Central - Phase 1
Swansea
Buckingham Group Contracting
AFL architects
Auditorium Wall Finishes - Option 2 V-Shape Absorption & Flat Panel MDF - Detail
INFORMATION: 52 P01
SW1-A3-01-22-316-A-2401





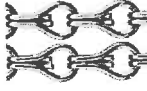
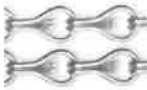






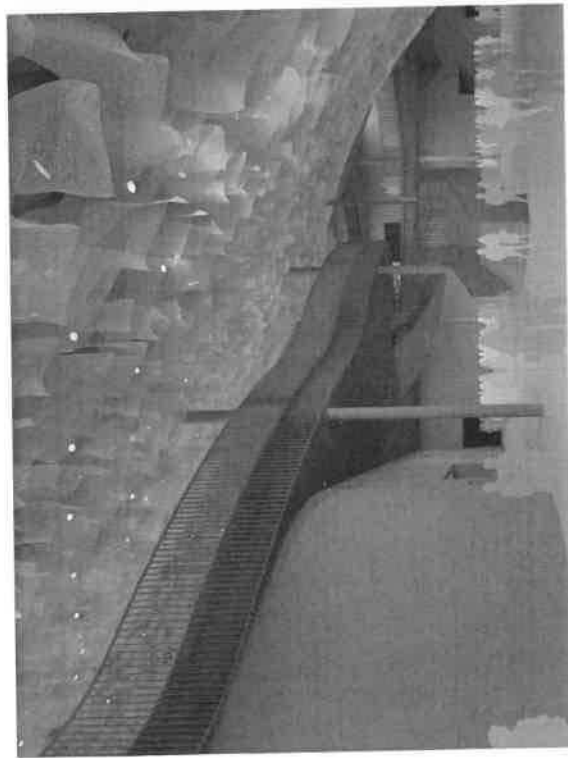


Stage 3 Proposal

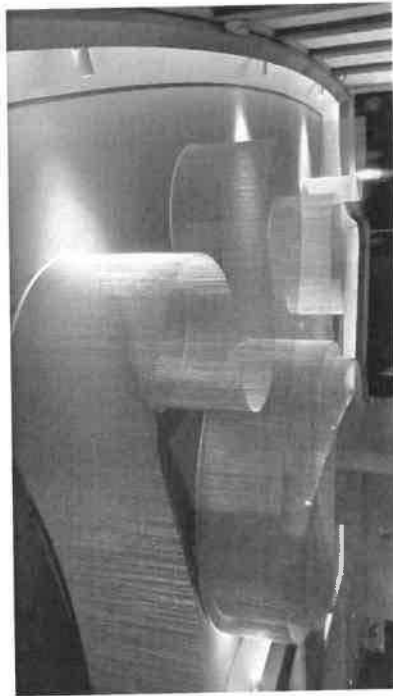


<p>Black Code: 20001 Brilliant Code: 20211 Satin</p> 	<p>Grey Code: 20012 Brilliant Code: 20212 Satin</p> 	<p>Coffee Code: 20021 Brilliant Code: 20221 Satin</p> 	<p>Brown Code: 20006 Brilliant Code: 20206 Satin</p> 	<p>Sand Code: 20026 Brilliant Code: 20226 Satin</p> 	<p>Apricot Code: 20090 Brilliant Code: 20290 Satin</p> 	<p>Orange Code: 20013 Brilliant Code: 20213 Satin</p> 	<p>Gold Code: 20003 Brilliant Code: 20203 Satin</p> 
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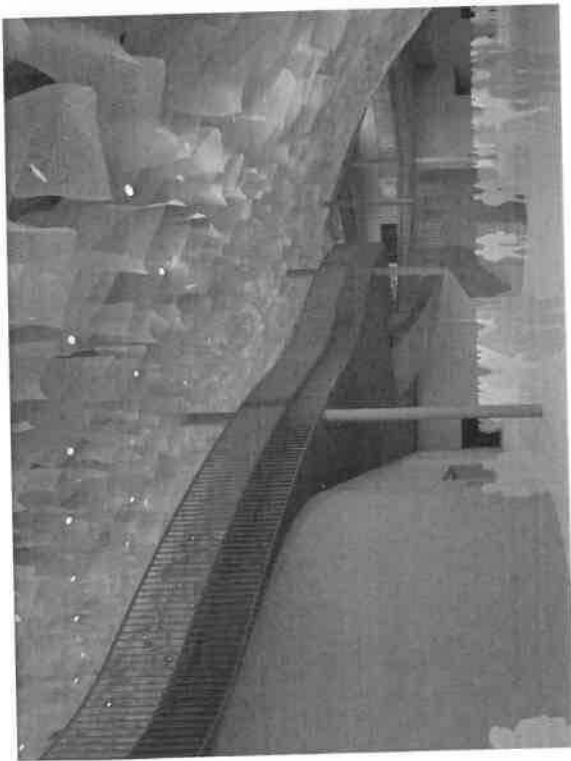
Stage 4 alternative product (KrisKadecor)



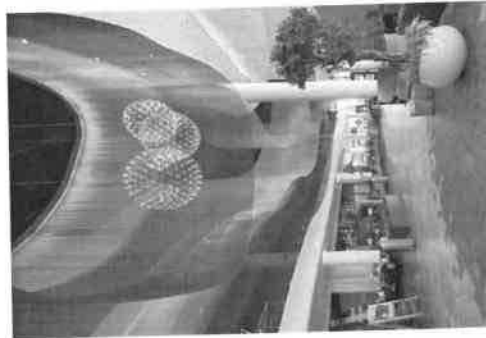
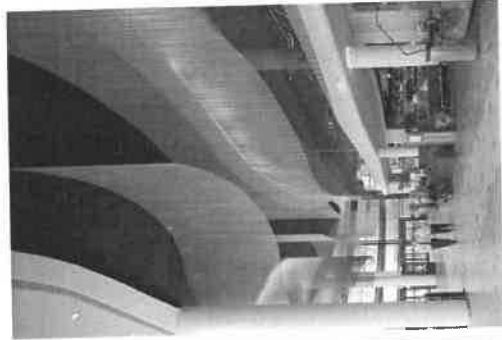
Stage 3 Proposal



Stage 4 alternative product (Kriskadecor)



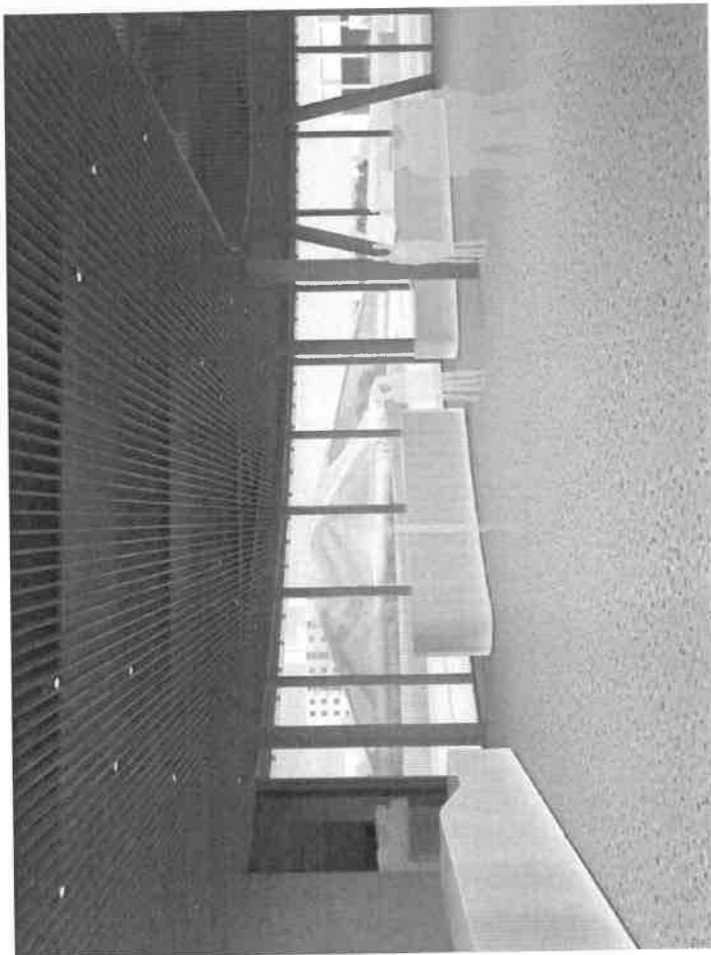
Stage 3 Proposal



Stage 4 alternative product (Kriskadecor)



Option: Altered joinery and merchandising display



Stage 3 and 4 Proposal

Ceilings

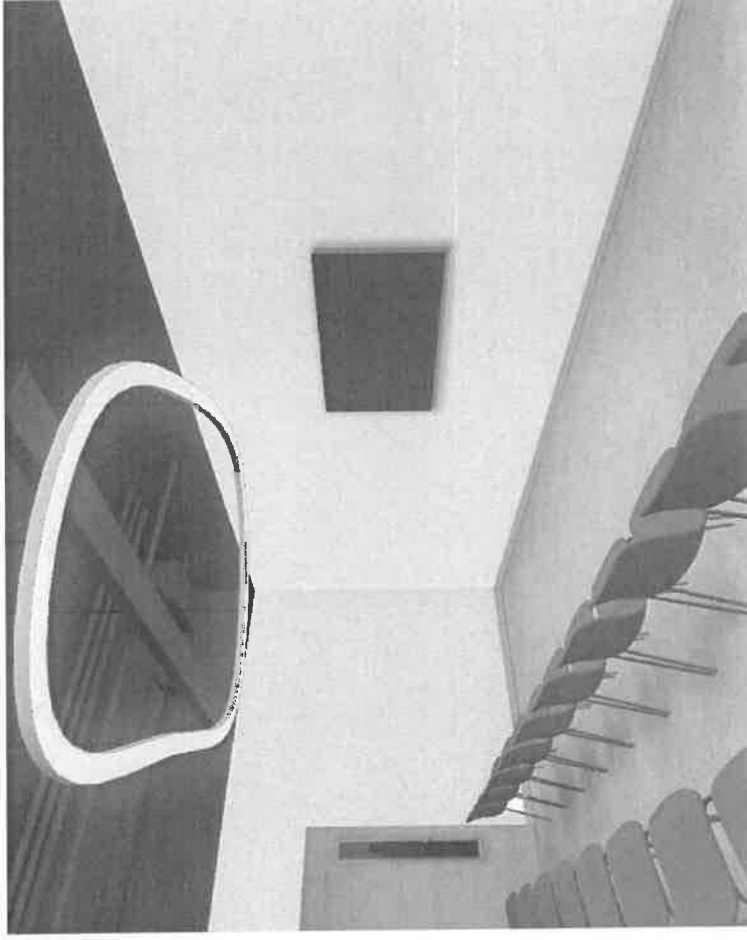
M60/130A TYPE PT-104 PAINT FINISH THE SOFFIT INCLUDING EXPOSED SERVICES (colour black)

P10/109 TYPE INS-305 PUNF PINNED 50mm FOAM (colour black)

(WS3 also included "Expanded metal mesh on concealed grid system, anodised Black" which has been omitted following a client team instruction).



Stage 3 Proposal



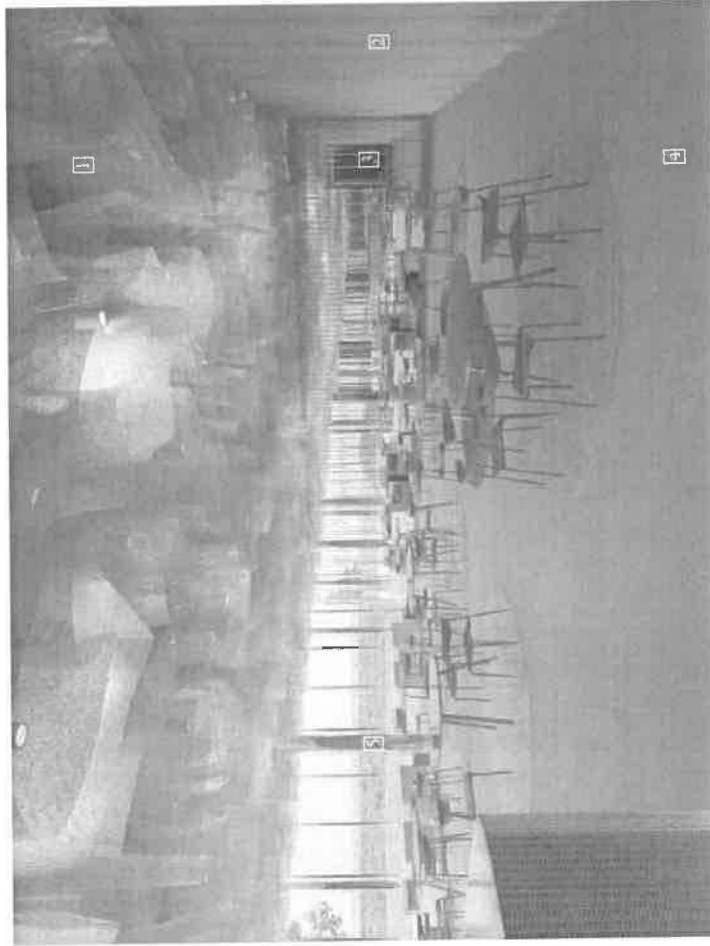
Stage 4 Proposal with carpet tile "Off the Grid" Dune 15105

Ceilings

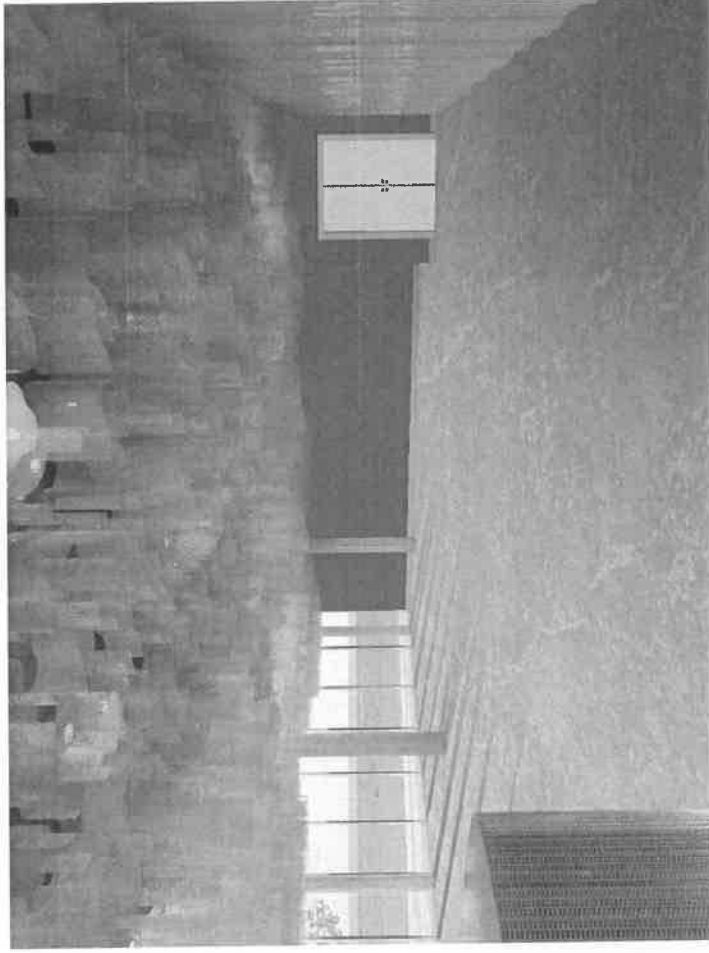
CLG-812 SUSPENDED METAL MESH CEILING or ALUMINIUM CHAIN CEILING

(WS3 ceiling was "Copper woven fabric mesh" but has been omitted because of its buildability and performance:

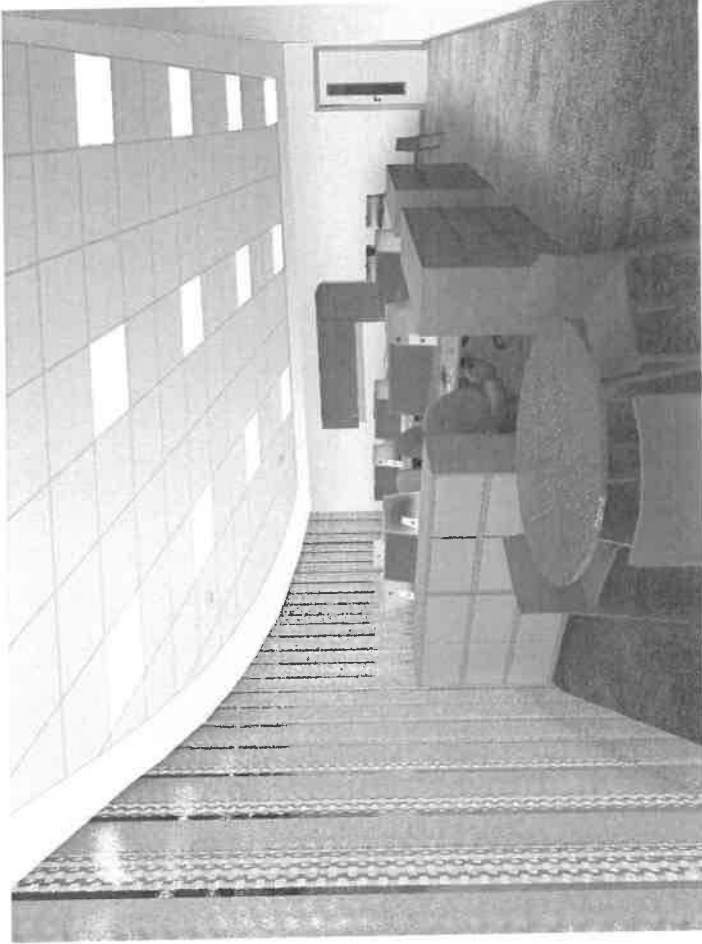
- *The copper material blocked mobile signals*
- *The woven fabric folding was not aesthetically pleasant!*



Stage 3 Proposal



Stage 4 Proposal



Stage 4 Proposal



Stage 3 Proposal

APPENDIX 11

Well-being of Future Generations (Wales) Act 2015

The Well-being of Future Generations (Wales) Act 2015 is a key piece of legislation for Wales, which seeks to improve the social, economic, environmental and cultural well-being of Wales. The six well-being objectives of the act and how the Swansea Central scheme addresses these are set out below.

Wellbeing Goals & Sustainable Development Principle

There are seven well-being goals, which provide a shared vision for public bodies to work towards in an integrated manner.

The seven well-being goals are:

Goal	Scheme Response
A prosperous Wales	The scheme will substantial GVA per annum to the Swansea and Welsh economy.
A resilient Wales	The scheme is planned to catalyse further private sector investment in Swansea to create a broadened and more sustainable economy.
A healthier Wales	The scheme contains a number of GI initiatives including a new park and green walls to provide green space for people working and living in the city as a part of the Council's green Artery policy.
A more equal Wales	Equality is a key policy of the council and the EIA for the scheme is being implemented. In addition the Council's Beyond Bricks and Mortar policy encourages local sub- contracting and training opportunities for local labor.
A Wales of cohesive communities	The Swansea Central scheme is for all and will encourage community use and help create a stronger community within the city centre.
A Wales of vibrant culture and thriving Welsh language	Culture is at the heart of this project with a full cultural programme of events being run by Ambassador Theatre group in the arena. The scheme is being delivered in line with the Council's Welsh Language policy.
A globally responsible Wales.	The scheme contributes to improving biodiversity adaption to and mitigating for climate change and enhancing natural resources are part of local and global environmental improvements. The Strategy is part of the Council's delivery of it's duty to the Environment Act (Wales)

The Council's key Policy Objectives and how the scheme contributes are set out below.

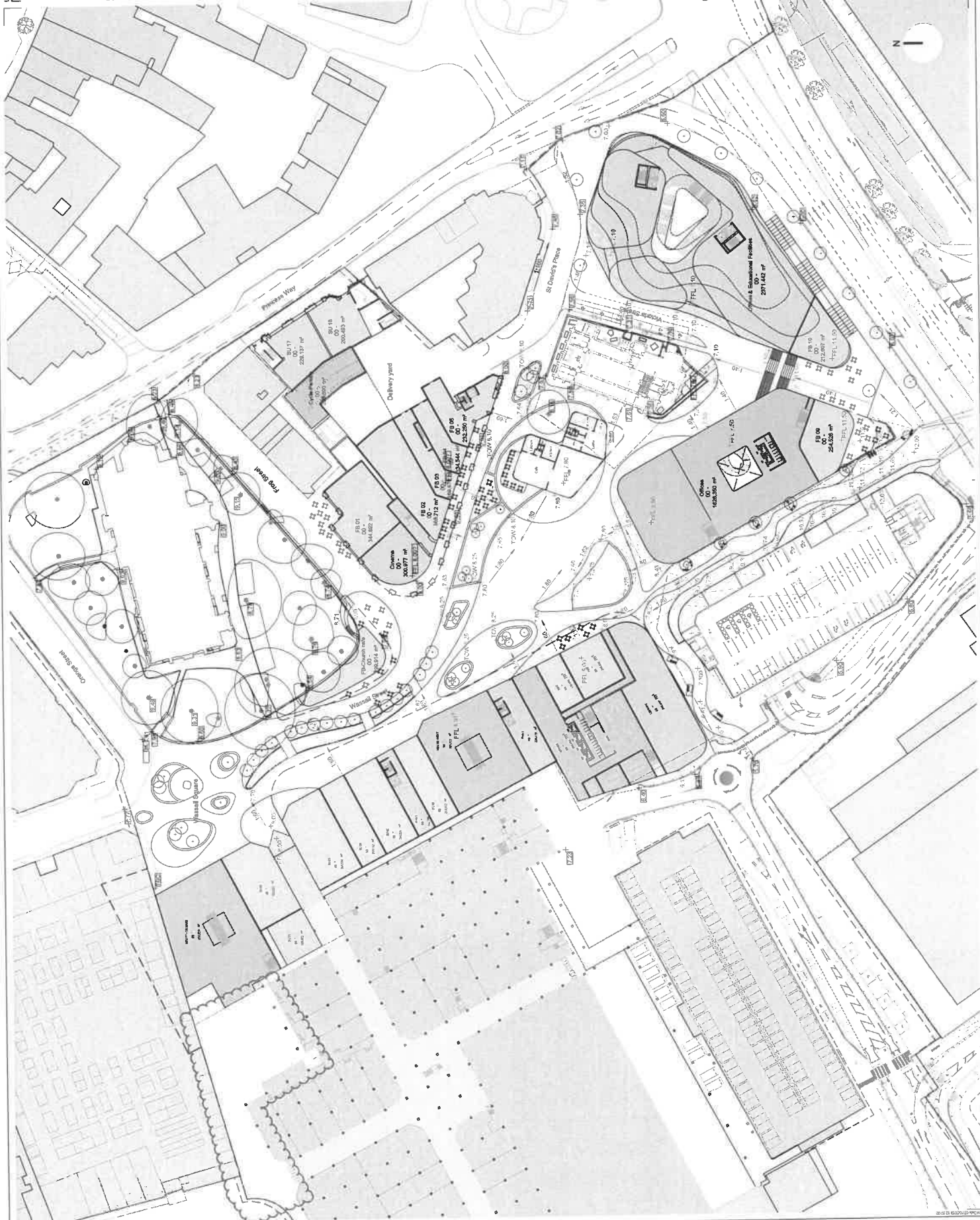
Goal	Aim	Scheme Contribution
Safeguarding	so that our citizens are free from harm and exploitation.	The scheme is designed for all and has had design input from the police design team to address designing out crime. In addition the counter terrorism unit WECTU to minimise the potential of attack.
Improving Education & Skills need to succeed in life.	– so that everyone in Swansea gains the skills and qualifications	The contractor Buckingham are applying the council's BBM policy to create training opportunities for local people. There will also be employment opportunities for local people.
Transforming our Economy & Infrastructure –	so that Swansea has a thriving mixed-use City Centre and a local economy that will support the prosperity of our citizens.	This is a mixed use scheme that will add substantially to Swansea's city centre infrastructure and cultural offer to improve the economy and encourage further private sector investment into the economy.
Tackling Poverty	so that every person in Swansea can achieve his or her potential.	The scheme will create 600 jobs which local people can apply for to contribute to tackling poverty.
Maintaining and enhancing Swansea's Natural Resources and Biodiversity –	so that we maintain and enhance biodiversity, reduce our carbon footprint, improve our knowledge and understanding of our natural environment and benefit health and well-being.	The scheme contains substantial GI infrastructure in terms of a new public park and green walls. This encourages biodiversity and will link to the Green Artery policy for the City Centre. Electric charging will be included in the car parks to support sustainable travel.
Transformation & Future Council	so that we and the services that we provide are sustainable and fit for the future.	The Arena will provide a facility that is supported by local people during consultation 84% of respondents supported the arena delivery. The council has also improved its listening to local

		<i>residents as during consultation concerns were raised about the location of the arena and the hotel. The location of both the arena and hotel sites were adjusted to minimise impact on local residents.</i>
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APPENDIX 12

Location on Plan (Ref to Scale)

Capita Comments
191009



LM: AC - Name & Company
 LM: AC - Name & Company
 Rev: Description
 Date

SKETCH
 Purpose of Issue
 Classification

Commercial in Confidence
 Client
THE COUNCIL FOR THE CITY & COUNTY OF SWANSEA
 Project

SWANSEA CENTRAL
 PHASE 2
 Drawing

LEVELS SKETCH

Scale @ A1
 1:500
 Drawn
 LM
 Checked
 AC
 Approved
 AC

Project No.
 CS08942
 Date
 OCTOBER 2019

Drawing Issued for
 SWANSEA CENTRAL PHASE 2
 SWANSEA CITY & COUNTY COUNCIL

CAPITA
 LANDSCAPE ARCHITECTURE
 15 Orange Street, Levels, SWANSEA, SA1 1BB
 01493 7791 6000
 www.capitalandscape.co.uk
 Capita Property and Infrastructure Ltd

APPENDIX 13

**SWANSEA CENTRAL
PRE-APPLICATION CONSULTATION
REPORT**

23 MARCH 2017

**PREPARED BY
BRYSON PR**

FOR



© ALL RIGHTS RESERVED. MAY NOT BE USED, REPRODUCED OR MODIFIED WITHOUT EXPRESSED PERMISSION IN WRITING.



DESCRIPTION OF DEVELOPMENT

Outline planning application (with all matters reserved) for the refurbishment, alteration and / or demolition of all existing buildings / structures on the site (except St Mary's Church and St David's Church) and redevelopment of site with indicative access / layout and scale parameters on the north site of a maximum of 1 to 7 storeys and maximum new floorspace of 84,050 sqm comprising retail / commercial / office use (Classes A1/A2/A3/B1) residential (Class C3), non-residential institution (Class D1) and leisure (Class D2), multi storey car park and redevelopment of south site of a maximum of 40,700 sqm of floorspace comprising a new arena (Class D2), up to 13 storey hotel / residential building (Class C1/ C3), food and drink (Class A3), undercroft car park, potential energy centre. Across both sites, the provision of associated new public open space / public realm and landscaping, new pedestrian and vehicular access and servicing arrangements (including a pedestrian bridge link across Oystermouth Road), provision of new bus stops on Oystermouth Road, new pedestrian access through existing arches along Victoria Quay, relocation of Sir H Hussey Vivian statue, earthworks, and plant.

The application is submitted on behalf of the Council of the City and County of Swansea.

PRE-APPLICATION CONSULTATION REPORT

CONTENTS

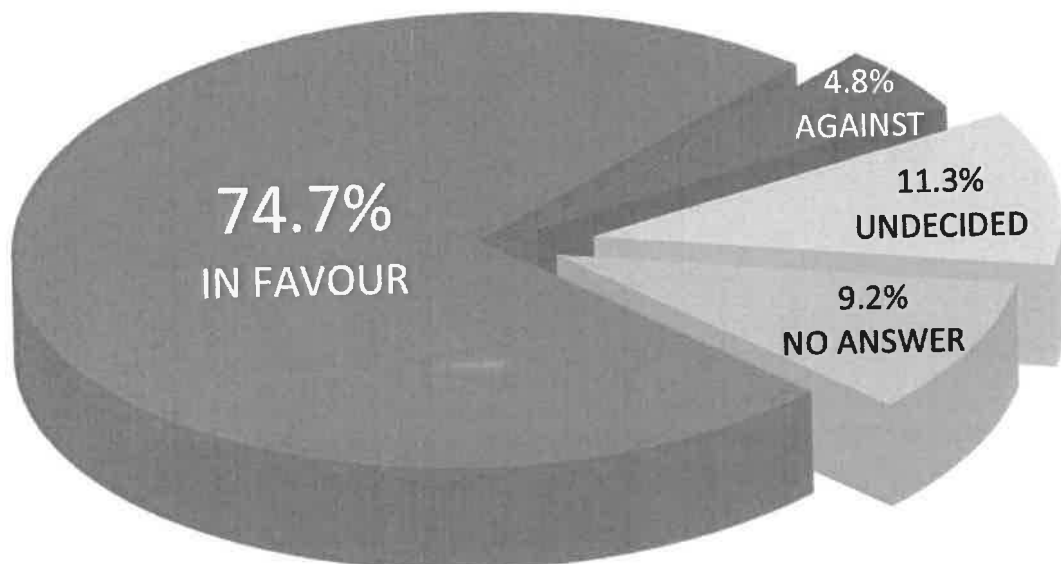
1. Introduction
2. Executive Summary
3. The Consultation Process
4. Participation & Feedback
5. Common Themes
6. Summary of the Applicant's Responses
7. Appendices
 - 7.1 Stage 1 feedback from the public and the applicant's responses
 - 7.2 Stage 2 feedback from the public and the applicant's responses
 - 7.3 Local stakeholders' feedback and the applicant's responses
 - 7.4 Local interest groups' feedback and the applicant's responses
 - 7.5 Statutory consultees' representations and the applicant's responses
 - 7.6 Consultees
 - 7.7 Consultation Day Invitations Area
 - 7.8 Stage 1 Consultation Event Attendees

1. INTRODUCTION

- 1.1 This is a supporting document to the above outline planning application for 'Swansea Central' (the name given to the proposed development of the combined St David's and LC car park sites in the city centre) submitted on behalf of the Council of the City and County of Swansea.
- 1.2 In this document we outline and report on the pre-application consultation undertaken on behalf of the applicant during the autumn of 2016 and the spring of 2017. This was organised by Bryson:PR in two stages, with Stage 1 covering November 2016 to early January 2017 and Stage 2 – the formal Pre-Application Consultation (PAC) process – running from the end of January 2017 through to early March 2017.
- 1.3 This document reports on both consultation stages. Stage 1 focused on consultation on the proposed outline layout for the development and the potential mix of uses, whilst Stage 2 incorporated the formal Pre-Application Consultation (PAC) process on the draft outline planning application. This document also includes the applicant's responses to all of the feedback and representations received during both consultation stages.
- 1.4 Our approach to consultation is based on three key principles – engagement with all relevant groups, clear communication of what is being proposed, and careful listening to the feedback that people provide.
- 1.5 Pre-application consultation should offer everyone who may be affected by the proposals or has an interest in the scheme, opportunities to find out about what is being proposed, to have their say, be listened to, and to have their views taken into account in the design process.
- 1.6 Effective consultation relies first and foremost on good presentation and explanation of the proposals. Once people understand the development proposals, they can then respond with meaningful and appropriate feedback – including comments and suggestions – that the applicant can then analyse and respond to where appropriate.
- 1.7 The applicant has therefore taken care to ensure that the illustrations of the scheme and all the supporting explanations are as easy to understand as possible. That said, it is extremely difficult to illustrate an outline application in an instantly meaningful way. The architects, Acme, have therefore drawn a number of illustrations that show the potential position, size and mass of buildings within the maximum parameters of the application. These drawings are purely illustrative at this stage but are probably the most effective way of demonstrating the potential content and nature of the proposed development. The way these illustrations have been used to present the scheme is shown in Section 3 on the Consultation Process.
- 1.8 The participation in the consultation and the feedback received is provided in Section 4 Participation & Feedback with full details of all the feedback being provided in the Appendices.
- 1.9 In Section 5 we provide an analysis of the Common Themes in the feedback received.
- 1.10 Section 6 provides a summary of the applicant's responses to the feedback received, with full details of these being included alongside the corresponding feedback points in the Appendices.

2. EXECUTIVE SUMMARY

- 2.1 Stage 1 of the pre-application consultation was undertaken from mid November 2016 to early January 2017. Activities included the provision of a project website, meetings with local stakeholders and interest groups, and a 3-day public exhibition held in St Mary's Square – all of which were supported by extensive publicity in the local media.
- 2.2 More than 3,500* local people participated during Stage 1, 8% of whom either responded to our feedback questionnaire or submitted their views by email or letter.
- 2.3 Nearly 75% of respondents said they were in favour of the proposals for the development of a mix of uses with the St David's and LC car park sites being united by a broad pedestrian bridge over Oystermouth Road. Less than 5% were against the plans, while just over 11% were undecided.



- 2.4 Overall, there has been an overwhelmingly positive response to the proposals – with all the proposed uses achieving levels of support from 50% up to 87% – with the arena gaining the most support (87%) and the pedestrian bridge being not far behind at nearly 84%.
- 2.5 More than 2,500* people participated in Stage 2. We published all of the draft outline planning application documents on the project website's downloads page and integrated the required period of formal consultation with the more general consultation with the public and local groups. This included an Open Day where people could discuss aspects of the proposals with relevant members of the professional consultants team before they submitted their feedback.
- 2.6 A wide range of comments, suggestions and formal representations were submitted. In Section 5 we identify the common themes arising from all of the feedback, and in Section 6 we provide a summary of the Applicant's responses to those issues. All of the points raised, along with the Applicant's responses, are provided in the Appendices.

* NB: These numbers may include some overlaps between those attending events and those visiting the project website.

3. THE CONSULTATION PROCESS

3.1 STAGE I

This stage focused on the proposed outline layout for the development and the potential mix of uses.

3.1.1 THE GENERAL PUBLIC

At the beginning of the consultation process, we identified the public living and working in and around Swansea as the main body of people who should be given the opportunity to learn about and respond to the development proposals.

3.1.2 LOCAL STAKEHOLDERS

As well as the general public, we also identified a number of local stakeholders that should be informed and consulted about the proposals. These included the local residents living on or adjacent to the site, existing site occupiers and property owners, plus existing businesses and retailers on or adjacent to the site.

3.1.3 INTEREST GROUPS

In addition, a number of organisations and groups that might be interested and wish to have a say on the proposals were identified. These included civic groups, business organisations, transport groups and organisations, the police, youth, older age and minorities groups.

3.1.4 The above groups formed the main focus of Stage 1 of the pre-application process.

3.1.5 KEY STAKEHOLDERS

As well as the three main groups above, there are a number of 'key stakeholders' that the development manager, Rivington Land, together with members of the professional development team and the Applicant, the Council of the City and County of Swansea, are in the continuing process of consulting with about the proposals. These key stakeholders include the various statutory consultees such as the utilities companies, and major on-site or adjacent occupiers/property owners that may be affected by the proposals. See Appendix 7.6 for a full list of these.

3.1.6 INFORMING THE PUBLIC, THE LOCAL STAKEHOLDERS AND THE INTEREST GROUPS

To communicate the proposals clearly to the public, local stakeholders and interest groups, we utilised a variety of media and activities including a project website, presentations at meetings and a public exhibition.

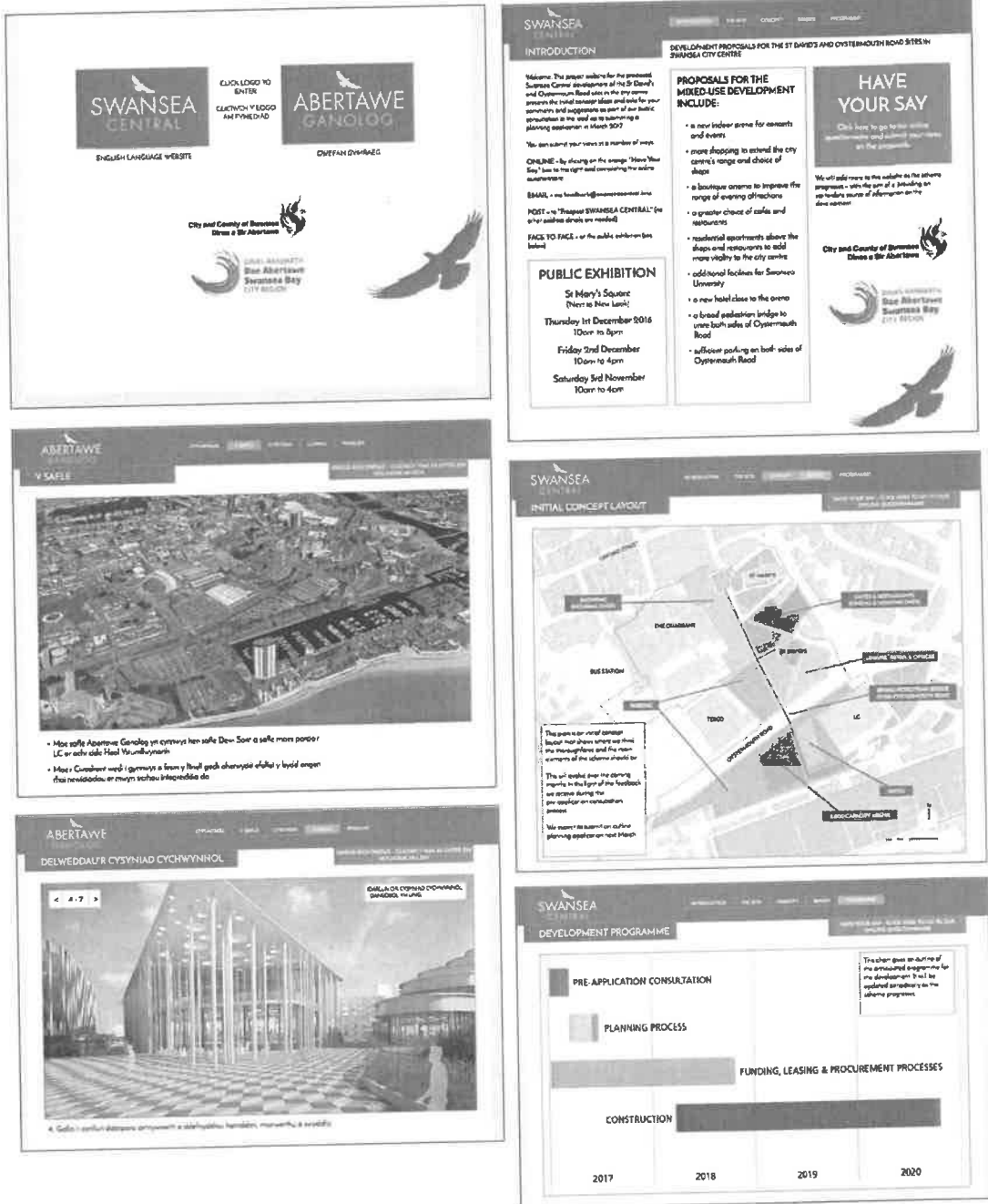
3.1.7 These activities were all supported by a publicity campaign that achieved extensive coverage in the local press.



3.1.8 PROJECT WEBSITE

A website – www.swansecentral.info – was created to present and explain the proposals and provide conduits for people to have their say about them. There were two versions of this website, one in English and one in Welsh.

3.1.9 As can be seen by the following images, the website identified the location and extent of the site, illustrated the initial concept layout in the outline plans, provided indicative images showing the proposed locations and sizes (within the maximum parameters identified in the draft application) of the thoroughfares and buildings, and explained the programme for the development.



3.1.10 The website address was highlighted in every activity and all the publicity to ensure that the maximum number of people became aware of it and so had the opportunity to learn about the proposals.

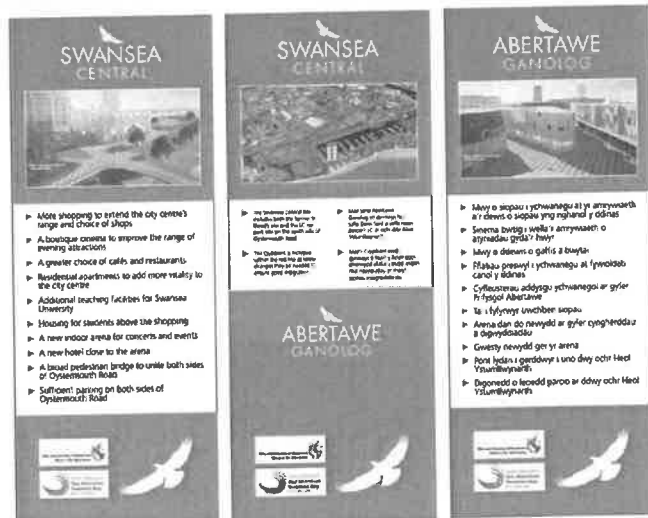
3.1.11 PRESENTATIONS AT CONSULTATION MEETINGS

Stage 1 of the pre-application consultation began on Monday 21st November 2016 with a presentation of the proposals to a number of key organisations and interested parties. Held at the Meridian Tower, this presentation set out the proposed mix of uses for the scheme, the proposed layout of the site and the anticipated development programme.

3.1.12 A selection of slides from the presentation are shown here:



3.1.13 Pop-up banners were also used:



- 3.1.14 A question and answer session was held after the presentation with questions about the scheme being mainly answered by the development manager, Rivington Land.
- 3.1.15 All the other local stakeholders and interest groups were invited to a series of similar consultation meetings with presentations and Q&A sessions held on Tuesday 13th December in The Depot studio space at the Grand Theatre.
- 3.1.16 Invitations – see these examples below – were distributed in PDF form to most groups by email prior to the end of November. However, printed invitations were also distributed by hand on 30th November to more than 500 addresses including both on-site residents, neighbouring retailers and businesses. For the distribution area, see Appendix 7.7.



- 3.1.17 The organisations and people invited to these consultation meetings included local interest groups, on-site and neighbouring residents (see above), and on-site and neighbouring retailers and businesses. For a full list of these see Appendix 7.6.

3.1.18 PUBLIC EXHIBITION

A public exhibition of the proposals was held on Thursday 1st, Friday 2nd and Saturday 3rd December 2016. It was held in St Mary's Square next to the New Look store and utilised a hired exhibition trailer plus external furniture. It was open from 10am to 8pm on the Thursday and from 10am to 4pm on the other two days and was fully staffed throughout by Rivington Land, officers of the Council and other development team consultants, including the project architect, Acme.



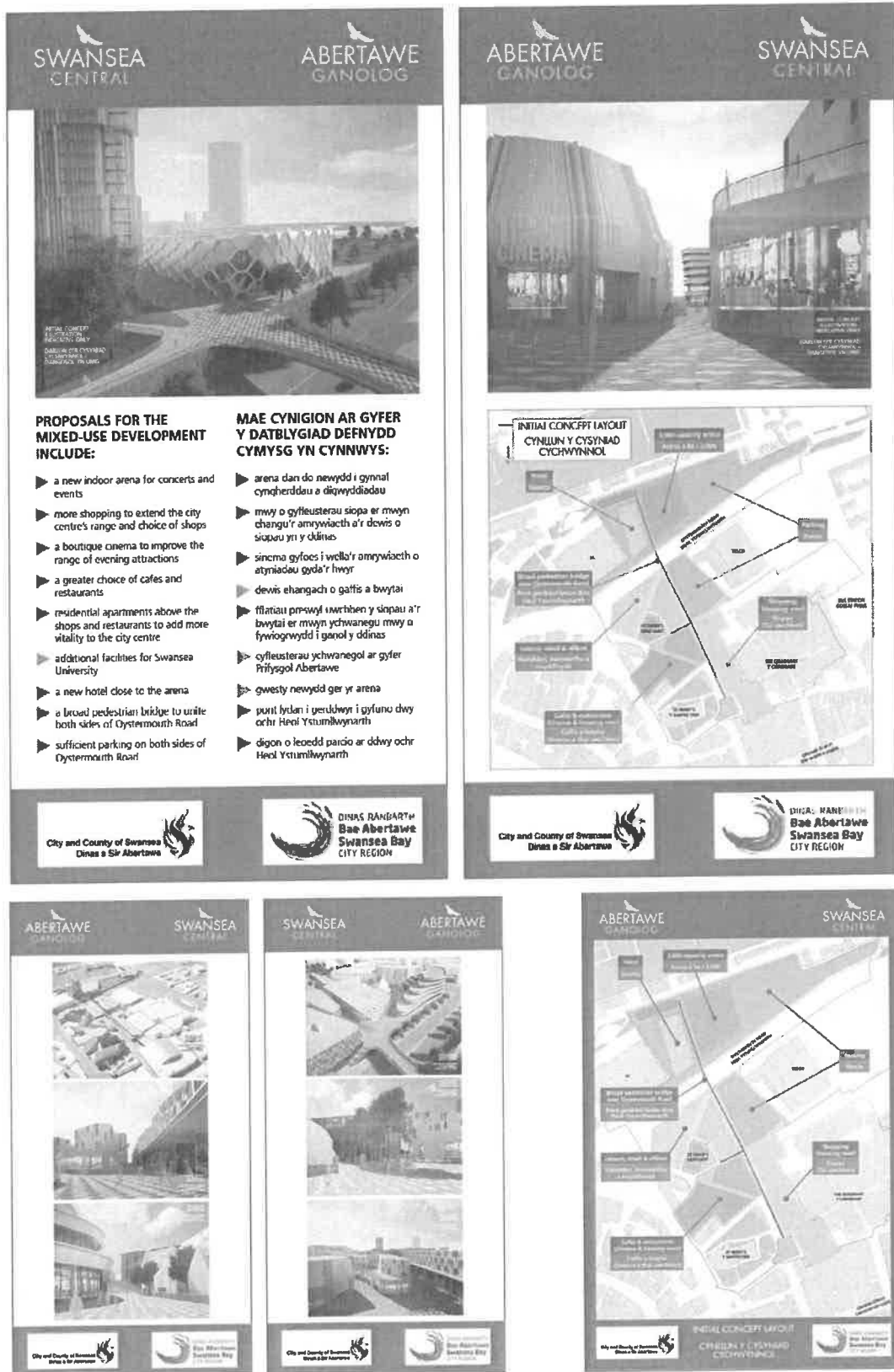
3.1.19 The exhibition was advertised in the Evening Post with a half page display advertisement inserted on Wednesday 23rd November and Wednesday 30th November.

 ABERTAWÉ GANOLÓG	 SWANSEA CENTRAL
ARDDANGOSFA GYHOEDDUS am gynigion datblygu safleoedd Dewi Sant a Heol Ystumilwynarth	PUBLIC EXHIBITION of the development proposals for the St David's and Oystermouth Road sites
Dewch i weld y cynlluniau a DWEUD EICH DWEUD	See the plans and HAVE YOUR SAY
SGWÂR Y SANTES FAIR (Wrth ymyl New Look)	ST MARY'S SQUARE (Next to New Look)
Dydd Lau 1 Rhagfyr: 10am tan 8pm Dydd Gwener 2 Rhagfyr: 10am tan 4pm Dydd Sadwrn 3 Rhagfyr: 10am tan 4pm	Thursday 1st December: 10am to 8pm Friday 2nd December: 10am to 4pm Saturday 3rd December: 10am to 4pm
	www.SWANSEACENTRAL.info 

3.1.20 A-boards were used around St Mary's Square to highlight the exhibition while it was open. Posters promoting the exhibition were also fixed on lamp posts around the city centre and next to car park Pay & Display machines in St Mary's, St David's and the LC car parks. (NB: All were removed immediately after the exhibition.)



3.1.21 The display panels utilised in the exhibition were similar in content to the information on the website, as can be seen here:

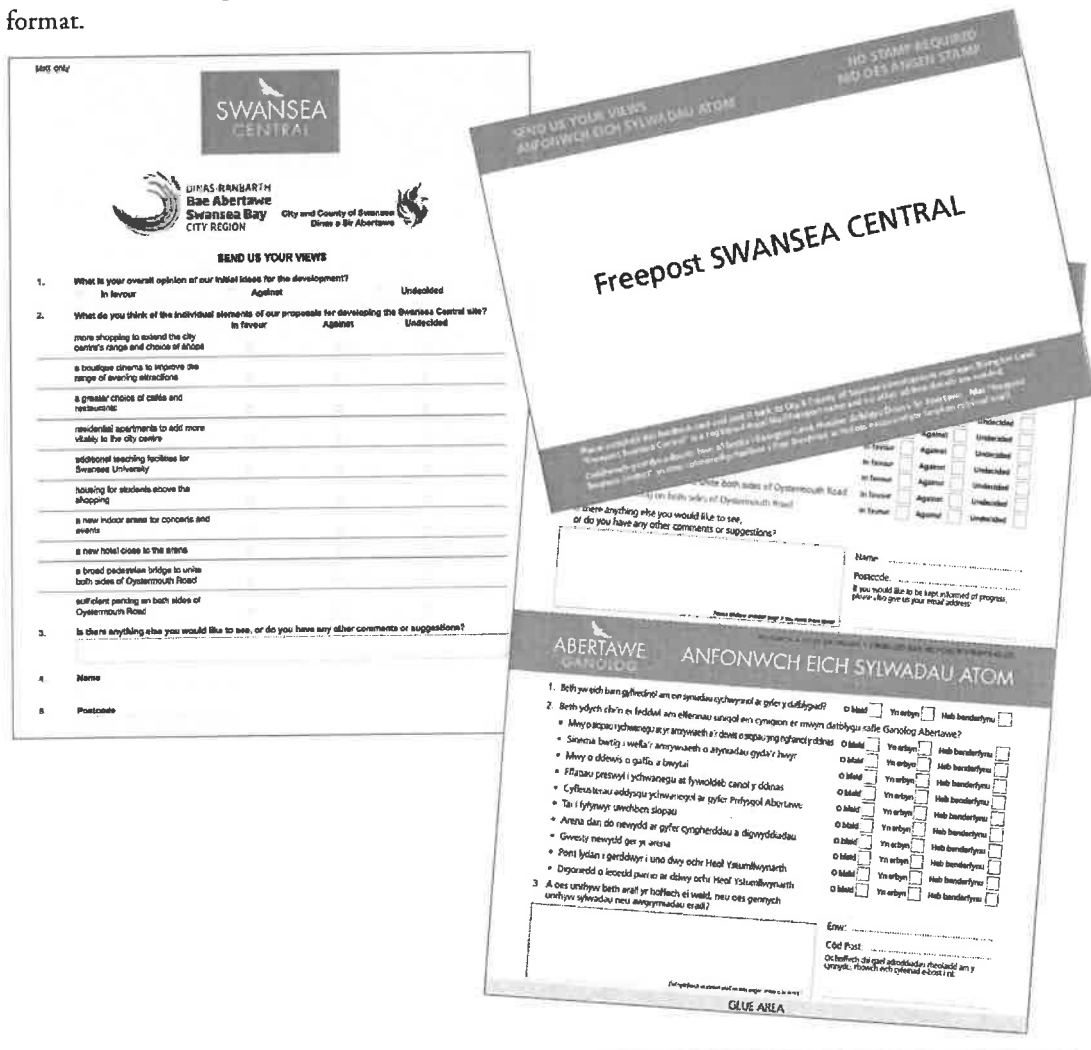


3.1.22 CONSULTATION FEEDBACK CONDUITS

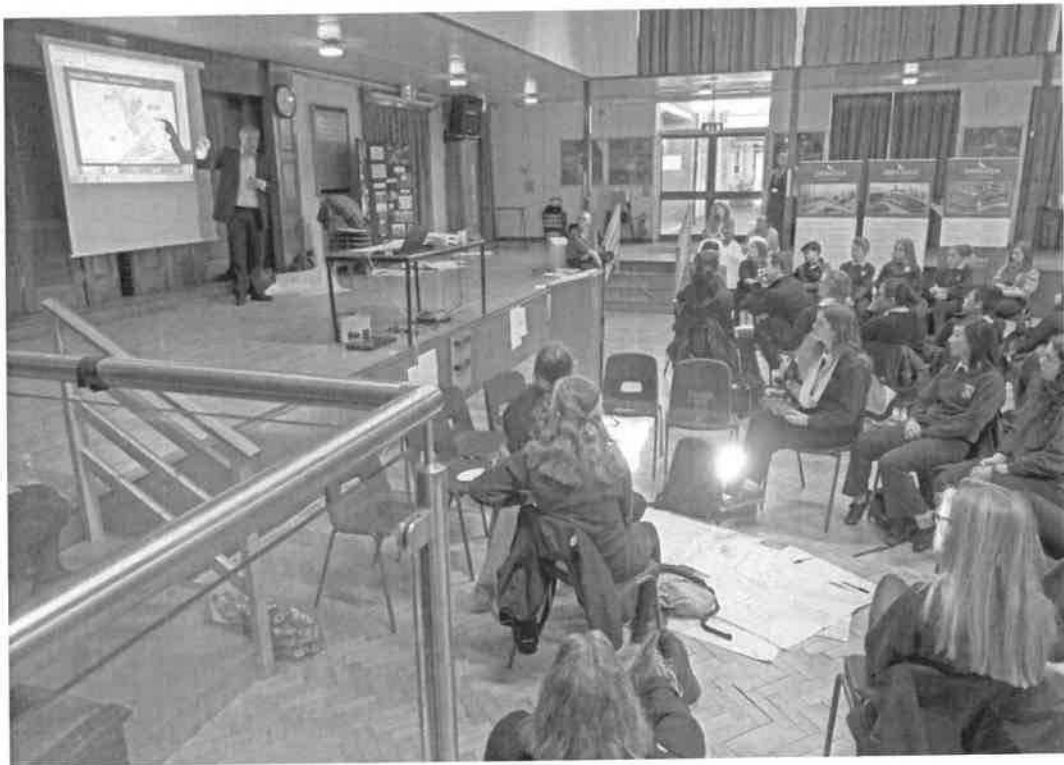
Four main conduits for consultation feedback were provided throughout Stage 1 for people to submit their comments and suggestions on the outline proposals for the development. These were:

- Face-to-face for the public at the exhibition and for the local stakeholders and interest groups at the various consultation meetings
- Online questionnaire via the website
- An email address – feedback@swanseacentral.info
- A Freepost address – ‘Freepost SWANSEA CENTRAL’. This could be used for either letters or by the pre-printed feedback cards distributed at the public exhibition and all of the consultation meetings. This Royal Mail registered ‘Freepost name’ (without any supplementary address information) ensured that all correspondence was delivered directly to Bryson:PR.

3.1.23 Both the online questionnaire and the printed Freepost cards are shown here. As with all the other material, these were provided in both English and Welsh. The questionnaires were identical in each format.



3.1.24 Towards the end of Stage 1 – on 20th January 2017 – members of the development team attended one of the “Big Conversation” events at Bishop Vaughan Comprehensive School to present and discuss the proposals for Swansea Central with students from a number of Swansea’s secondary schools.



3.2 STAGE 2

This stage focused on the draft outline planning application, which was published at the end of January with all the documentation provided on the project website and made available for everyone interested to download.

3.2.1 This stage also incorporated the formal Pre-Application Consultation (PAC) that applicants of major schemes are now obliged to undertake and manage by the Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016.

3.2.2 TARGETED CONSULTATION GROUPS

The general public of the Swansea area together with the same local stakeholders and interest groups as engaged with in Stage 1 (see Appendix 7.6) were the main focus of Stage 2.

3.2.3 In addition – as part of the PAC process – Rivington Land together with members of the professional development team and the Applicant, the Council of the City and County of Swansea, with the key stakeholders, continued their engagement with the key stakeholders as before. See Appendix 7.6 for the list of key stakeholders.

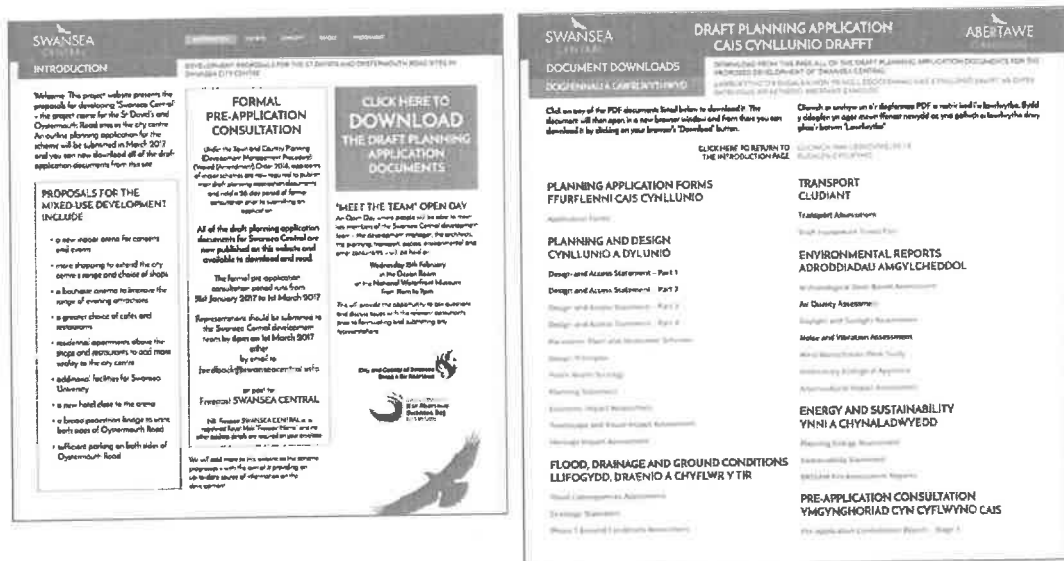
3.2.4 INFORMING THE ABOVE GROUPS

As in Stage 1, we informed all of the groups listed in Appendix 7.6 by email and telephone about the draft outline application and the details of the PAC. We also sent similar information by email to a database of 182 interested people collected from the feedback in Stage 1.

3.2.5 In addition, these communications were supported by a publicity campaign that achieved extensive coverage in the local press.

3.2.6 PROJECT WEBSITE

The project website – www.swanseacentral.info – was updated on 31st January 2017 with details of the draft outline planning application, and with all of the application’s documentation being made available to download – as can be seen here:



3.2.7 FORMAL PRE-APPLICATION CONSULTATION PROCESS

The required formal PAC process was undertaken by publishing the draft outline planning application online (via the project website) – with Savills informing all of the statutory consultees, ward councillors, site occupiers and site neighbours by letter and posting notices around the site. The list of statutory consultees, site occupiers and site neighbours (see Appendix 7.6) was agreed with planning officers at the Council prior to commencement of the formal PAC process. A period of 28 days was set for the submission of representations. This ran from 31st January to 1st March 2017, with extra time being granted for those who requested it. Examples of the site notices and notification letters are shown below.

SCHEDULE 1	Article 4.(4)
Pre-application notices	
SCHEDULE 1B	Articles 2C & 2D
PUBLICITY AND CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION	
Town and Country Planning (Development Management Procedure) (Wales) Order 2012	
PUBLICITY AND CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION NOTICE UNDER ARTICLES 2C AND 2D	
(to be served on owners and/or occupiers of adjoining land and community consultees; and displayed by site notice on or near the location of the proposed development)	
<p>Purpose of this notice: this notice provides the opportunity to comment directly to the developer on a proposed development prior to the submission of a planning application to the local planning authority ("LPA"). Any subsequent planning application will be publicised by the relevant LPA; any comments provided in response to this notice will not prejudice your ability to make representations to the LPA on any related planning application. You should note that any comments submitted may be placed on the public file.</p>	
<p>Proposed development at: Former St Davids centre and other land north and south of Oystermouth Road, Swansea</p>	
<p>I give notice that: Swansea City Council</p>	
<p>is intending to apply for planning permission to: "Outline planning application (with all matters reserved) for the refurbishment, alteration and / or demolition of all existing buildings / structures on the site (except St Mary's Church and St David's Church) and redevelopment of site with indicative access / layout and scale parameters on the north site of a maximum of 1 to 7 storeys and maximum new floorspace of 84,050 sqm comprising retail / commercial / office use (Classes A1/A2/A3/B1) residential (Class C3), non-residential institution (Class D1) and leisure (Class D2), multi storey car park and redevelopment of south site of a maximum of 40,700 sqm of floorspace comprising a new arena (Class D2), up to 13 storey hotel / residential building (Class C1/ C3), food and drink (Class A3), undercroft car park, potential energy centre. Across both sites, the provision of associated new public open space / public realm and landscaping, new pedestrian and vehicular access and servicing arrangements (including a pedestrian bridge link across Oystermouth Road), provision of new bus stops on Oystermouth Road, new pedestrian access through existing arches along Victoria Quay, relocation of Sir H Hussey Vivian statue, earthworks, and plant."</p>	
<p>You may inspect copies of: the proposed application, the plans and other supporting documents from 1800 on 31 January at:</p>	
<p>online at www.swanseacentral.info</p>	
<p>Computer facilities are available to view this information online at</p>	
<p>Swansea Central Library, Civic Centre, Oystermouth Road, Swansea, SA1 3SN</p>	
<p>between the hours of: Monday - closed. Tuesday – Friday 8.30 a.m. – 8.00 p.m. Saturday – Sunday 10 am – 4.00 p.m</p>	
<p>Anyone who wishes to make representations about this proposed development must write to the applicant/agent at feedback@swanseacentral.info or at freepost SWANSEA CENTRAL</p>	
<p>By: 1 March 2017</p>	
<p>Signed: Savills</p>	
<p>Date: 31 January 2017</p>	



27 January 2017

Owner / Occupier

«Address_1»

«Address_2»

«Address_3»

«Address_4»

«Address_5»

T: +44 (0) 20 7499 8644

33 Margaret Street
London
W1G 0JD
savills.com

Dear Sir / Madam,

Notice under SCHEDULE 1C (ARTICLE 2D) Consultation before applying for planning permission.

Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016

Planning application for outline planning permission for the redevelopment of the Swansea Central site, on the site of the former St David's centre and other land north and south of Oystermouth Road, Swansea.

I write to inform you that the City and County Council of Swansea is proposing to submit an outline planning application for the development of the former St David's centre and other land north and south of Oystermouth Road within the near future.

Under the Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016, we are required to consult all owners/occupiers of land adjacent to the application site for a period of 28 days prior to the submission of the application.

In this context, we write to formally notify you that we have been instructed by the Council to make the above planning application publically available to view, for a period of 28 days to undertake statutory consultation in line with the above regulations.

A copy of the application, plans, and other supporting documents can be viewed online from 1800 on 31 January 2017 at: www.swanseacentral.info

A consultation response can be sent online to feedback@swanseacentral.info or addressed by post to: freepost SWANSEA CENTRAL.

All responses should be received by 1 March 2017.

Please note that this is a separate process to the consultation that the Council as planning authority will carry out when the application is formally submitted. Any views that you would like us to take into account should be provided to the addresses above.

Please find enclosed a formal notice under the Order.

Yours faithfully

Savills

Offices and associates throughout the Americas, Europe, Asia Pacific, Africa and the Middle East.

Savills (UK) Limited. Chartered Surveyors. Regulated by RICS. A subsidiary of Savills plc. Registered in England No. 2805138.
Registered office: 33 Margaret Street, London, W1G 0JD



3.2.8 CONSULTATION 'OPEN DAY'

We fully integrated the on-going consultation with the public, local stakeholders and local interest groups with the formal pre-application consultation process and organised an 'Open Day' for these groups (see Appendix 7.6) from 11am to 7pm on Wednesday 15th February 2017 in the Ocean Room at the National Waterfront Museum.

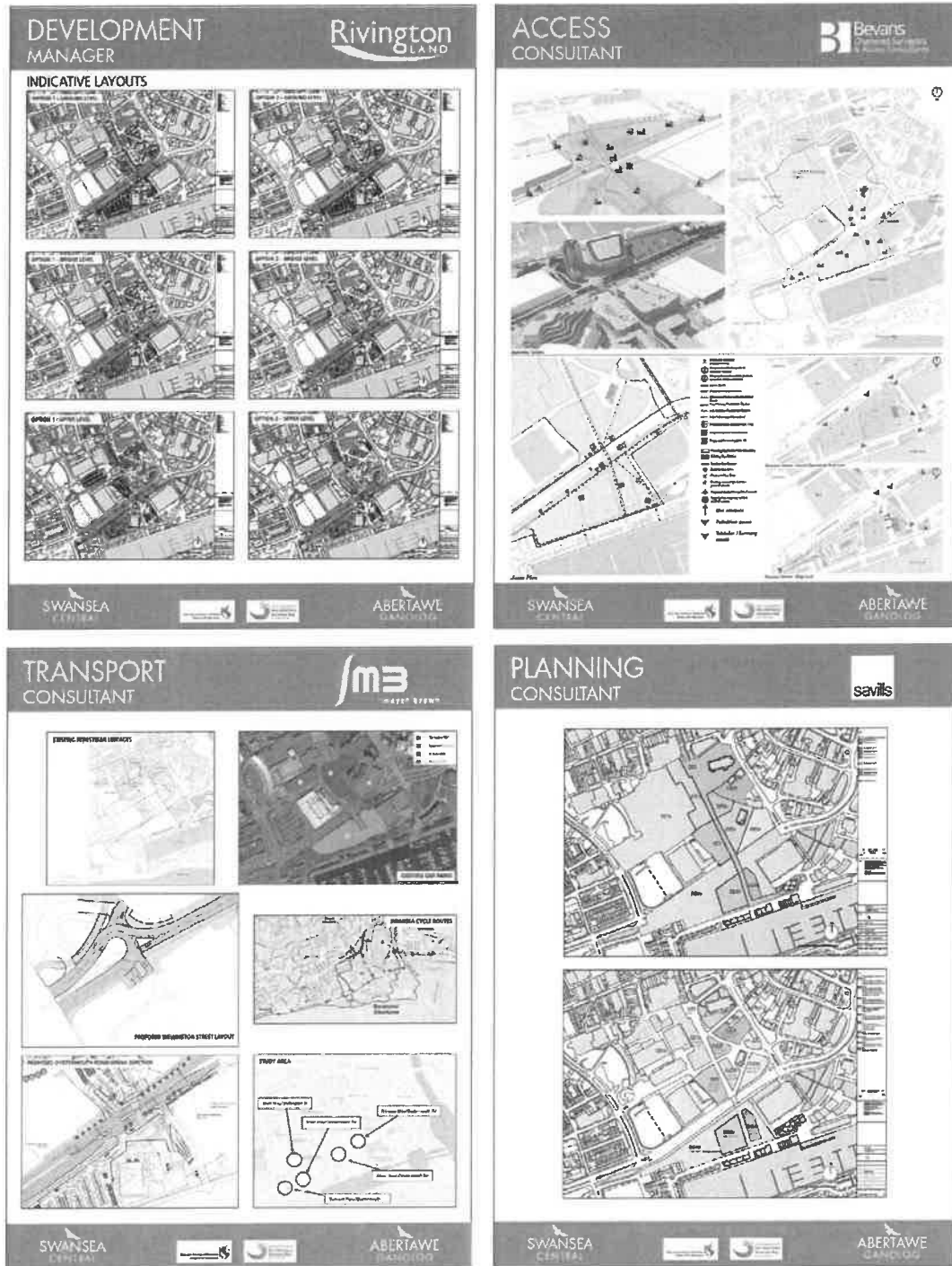
3.2.9 The aim of this Open Day was to provide direct face-to-face access to a range of development team members so that people could ask questions and discuss issues directly with the relevant consultant – and thereby better inform the representations they then might submit. The consultants who attended the event included:

- the development manager, Rivington Land
- the planning consultant, Savills
- the architect, Acme
- the landscape architect, Capita Lovejoy
- the transport consultant, Mayer Brown
- the environmental consultant, Peter Brett Associates
- the sustainability consultant, Greengage
- the access consultant, Bevan Associates

3.2.10 The timing of this event in the middle of the formal process was set to allow people sufficient time to download and read the draft documentation, whilst also allowing sufficient time afterwards for people to compose and submit their representations, comments and suggestions.

3.2.11 In addition to local press publicity about the event, email invitations were sent to all of the local stakeholder and interest groups plus all those on our database of interested contacts from Stage 1.

3.2.12 Each consultant at the Open Day had a station featuring a display panel showing relevant material – a selection of which are shown below. In addition, a tactile model of the scheme was provided for the use of blind and partially sighted people.



3.2.13 A-boards outside and inside the National Waterfront Museum were used to direct people to the Open Day in the Ocean Room.



3.2.14 CONSULTATION FEEDBACK CONDUITS

Similar to Stage 1, we provided three main feedback conduits throughout Stage 2. These were:

- Face-to-face for the public at the open day for the public, local stakeholders and interest groups
- An email address – feedback@swanseacentral.info
- A Freepost address – 'Freepost SWANSEA CENTRAL' – for written feedback sent by post.

4. PARTICIPATION & FEEDBACK

4.1 STAGE I

4.1.1 Some 2,886 people visited the project website during Stage 1 of the pre-application consultation.

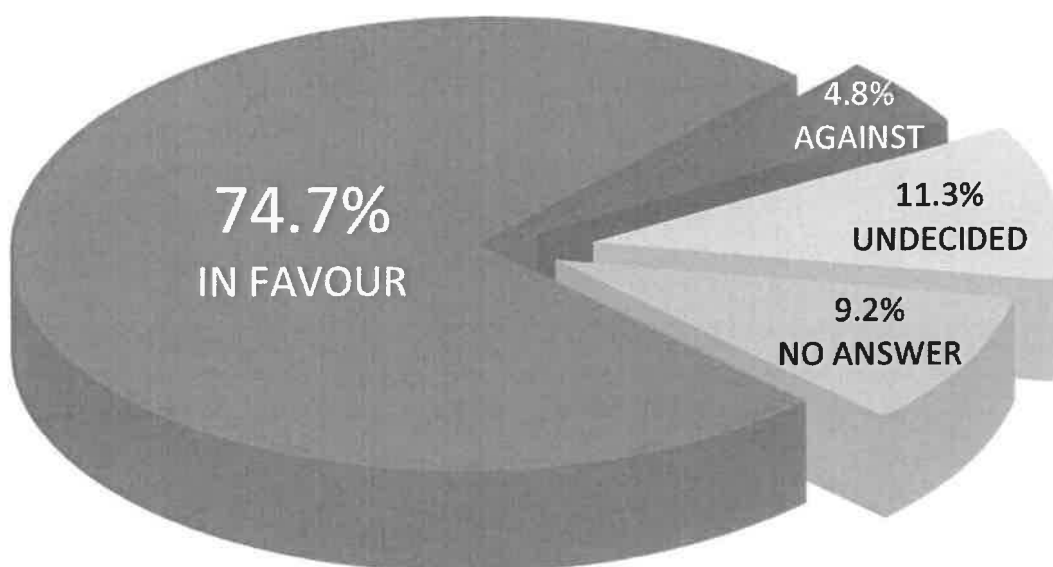
4.1.2 730 people visited the public exhibition.

4.1.3 Approximately 64 people representing a variety of businesses and organisations attended the consultation meetings. 40 of these – including representatives of major city centre retailers, business organisations, Government, Swansea University, University of Wales Trinity St David and the National Waterfront Museum – came to the first event, with the remainder coming to the other consultation meetings. See Appendix 7.8 for a list of invitees and attendees.

4.1.4 293 people in total (nearly 8% of the above) completed the feedback questionnaire (either online or by using the Freepost card) or wrote in by email or post.

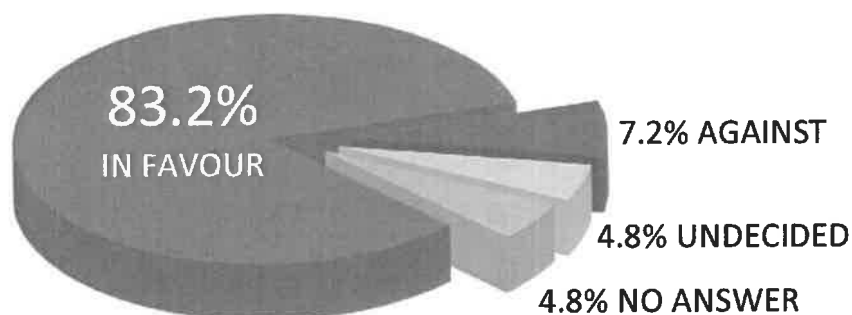
4.1.5 FEEDBACK – OVERALL OPINION

Of the 293 respondents, 74.7% said that they were in favour of the initial ideas for the development. Only 4.8% were against the proposals, 11.3% were undecided, and the remaining 9.2% did not answer the question.



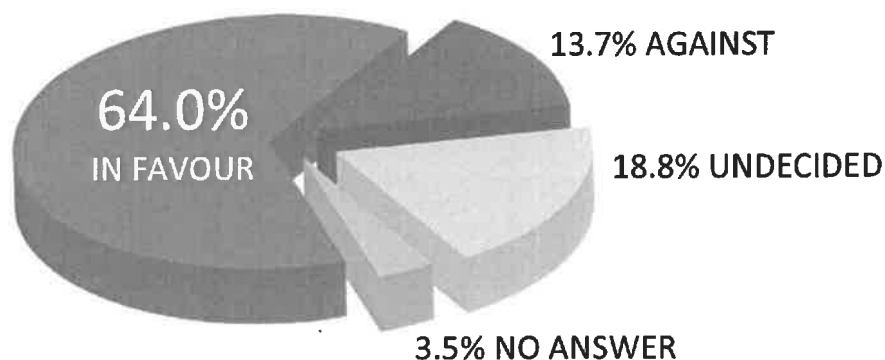
4.1.6 FEEDBACK – MORE SHOPPING

83.2% of respondents said that they were in favour of more shopping to extend the city's range and choice of shops – making this use the 4th most popular in the proposed list of potential uses. 7.2% were against more shopping, 4.8% were undecided and a further 4.8% did not answer the question.



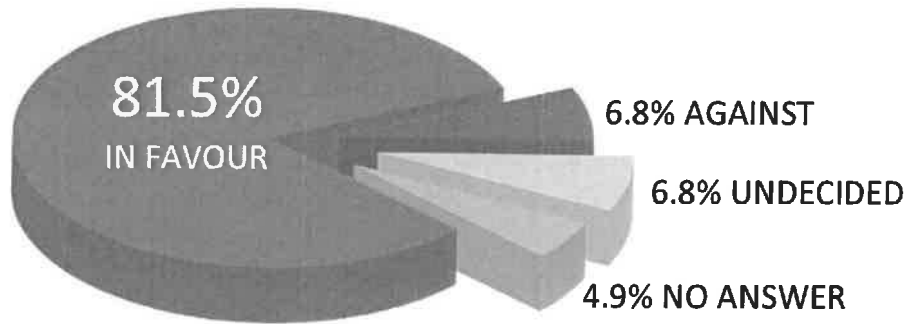
4.1.7 FEEDBACK – BOUTIQUE CINEMA

64.0% of respondents said that they were in favour of a boutique cinema to improve the range of evening attractions – making this use the 9th most popular in the proposed list of potential uses. 13.7% were against such a cinema, 18.8% were undecided and 3.5% did not answer the question.



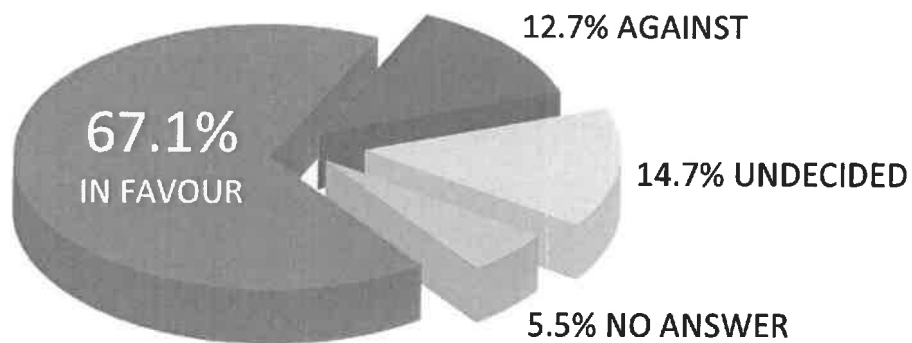
4.1.8 FEEDBACK – MORE CAFÉS & RESTAURANTS

81.5% of respondents said that they were in favour of a greater choice of cafés and restaurants – making this use the 5th most popular in the proposed list of potential uses. 6.8% were against more restaurants, a further 6.8% were undecided and 4.9% did not answer the question.



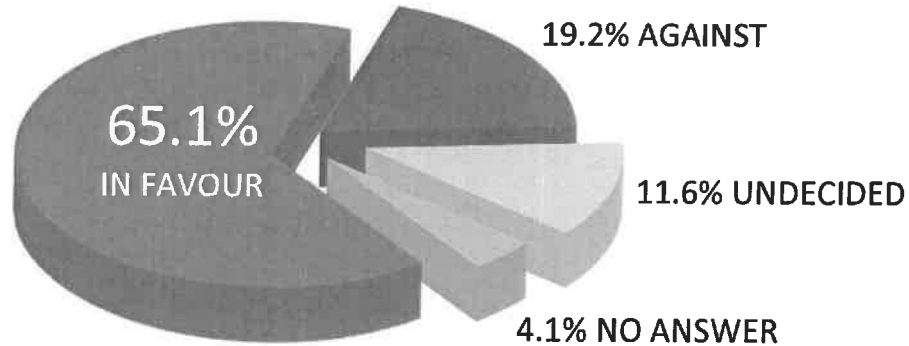
4.1.9 FEEDBACK – HOUSING

67.1% of respondents said that they were in favour of residential apartments to add more vitality to the city centre – making this use the 7th most popular in the proposed list of potential uses. 12.7% were against the proposed housing, 14.7% were undecided and 5.5% did not answer the question.



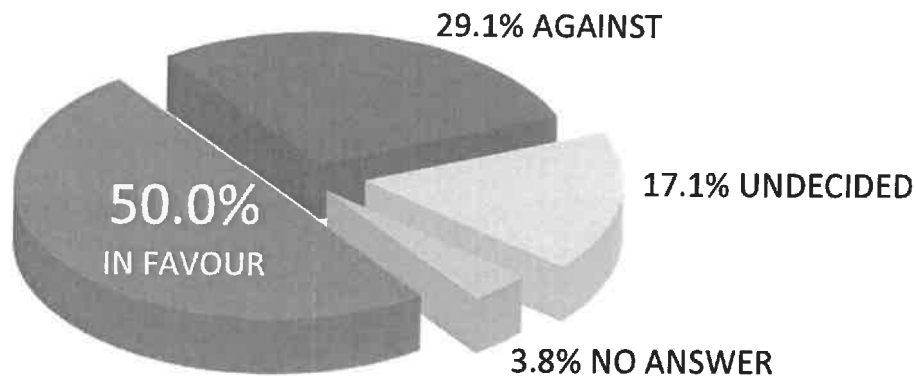
4.1.10 FEEDBACK – UNIVERSITY FACILITIES

65.1% of respondents said that they were in favour of additional teaching facilities for Swansea University – making this use the 8th most popular in the proposed list of potential uses. 19.2% were against university facilities, 11.6% were undecided and 4.1% did not answer the question.



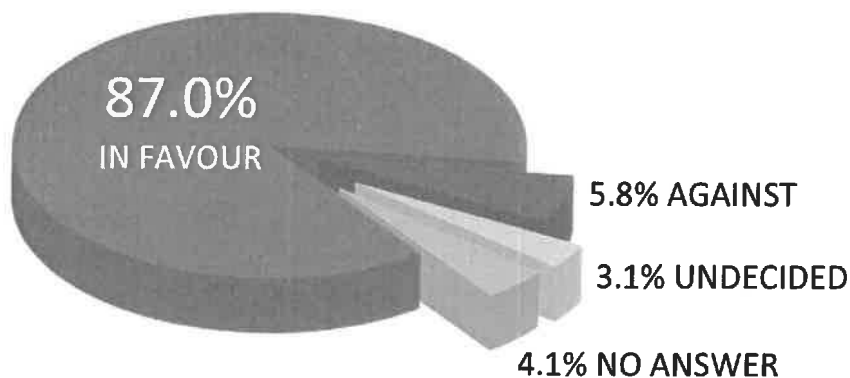
4.1.11 FEEDBACK – STUDENT HOUSING

50.0% of respondents said that they were in favour of housing for students above the shopping – making this use the 10th and least popular in the proposed list of potential uses. 29.1% were against student housing, 17.1% were undecided and 3.8% did not answer the question.



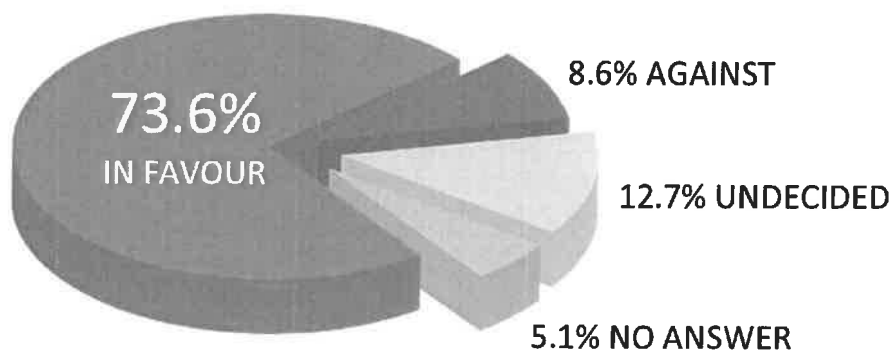
4.1.12 FEEDBACK – INDOOR ARENA

87.0% of respondents said that they were in favour of a new indoor arena for concerts and events – making the arena the most popular in the proposed list of potential uses. 5.8% were against the arena, 3.1% were undecided and 4.1% did not answer the question.



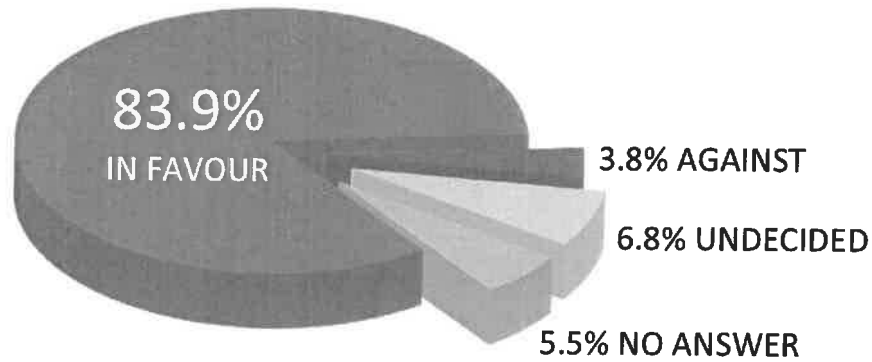
4.1.13 FEEDBACK – HOTEL

73.6% of respondents said that they were in favour of a new hotel close to the arena – making this the 6th most popular in the proposed list of potential uses. 8.6% were against the hotel, 12.7% were undecided and 5.1% did not answer the question.



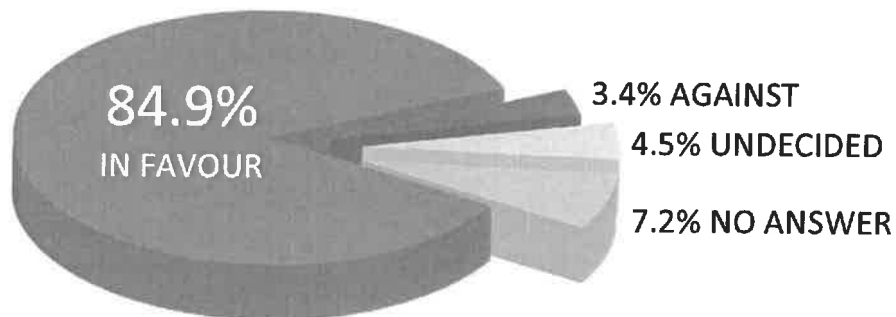
4.1.14 FEEDBACK – PEDESTRIAN BRIDGE

83.9% of respondents said that they were in favour of the proposed broad pedestrian bridge to unite both sides of Oystermouth Road – making this use the 3rd most popular in the proposed list of potential uses. 3.8% were against the bridge, 6.8% were undecided and 5.5% did not answer the question.



4.1.15 FEEDBACK – PARKING

84.9% of respondents said that they were in favour of sufficient parking on both sides of Oystermouth Road – making this use the 2nd most popular in the proposed list of potential uses. 3.4% were against sufficient parking, 4.5% were undecided and 7.2% did not answer the question.



4.1.16 FEEDBACK – CONSULTATION MEETINGS

Although invitations were sent out in both English and Welsh in good time, attendance at the meetings – with the exception of the first one that approximately 40 people attended – was not high. The low attendance at the meetings held in The Depot studio space at the Grand Theatre on 13th December 2016 could be explained in part, at least, by the very heavy rain that fell throughout that day. However, no local residents at all came to the 2pm consultation meeting, despite our hand delivery of several hundred invitations to homes around the site, including many of those around Swansea Marina.



The first meeting held at the Meridian Tower



Meetings held at the Grand Theatre



4.1.17 FEEDBACK BY THE CIVIC INTEREST GROUPS

This consultation meeting was attended by representatives of the Swansea Civic Society, Wheelrights, Sustrans and the police. Their questions, comments and suggestions are included below:

- 4.1.18
- Will there be permeability for cyclists?
 - You have not set out a vision yet re access by all modes
 - Civic Society wish to see an overall city-wide transport strategy
 - The arena operator will want to know how to get people in and out
 - Something significant needs to be done about crossing Oystermouth Road
 - Cycle route west to east? – the existing link to the bus station is not very pleasant
 - Would like covered cycle parking – Tesco's covered cycle parking gets well used because of that
 - How will you maintain access to Tesco's service yard and the Quadrant's car park?
 - City centre is dead after 5.30pm – what engagement will there be with traders about longer hours ?
 - A library for the public or Swansea University?

4.1.19 FEEDBACK BY MINORITY GROUPS

This consultation meeting was attended by representatives of the 50+ group, children's rights, RNIB SAFE, Guide Dogs Cymru and the Council's Equalities Development Officer. Their questions, comments and suggestions are included below:

- 4.1.20
- Connectivity to the rail station – how will you get people from there to here?
 - Traffic is difficult across the city centre
 - Pedestrian access – how it affects people getting around the city
 - There is a slope on the LC side?
 - The bridge is good – visually impaired people find crossing the road at grade [surface level] difficult
 - Concerned about there not being enough open space and worried about wind levels around a 13-storey hotel
 - Will there be space outside for restaurants?
 - Congestion is a big concern – car parks should be outside town – not your job though
 - Bus companies – visually impaired people have to use buses, but can't get into the city centre for evening events because of a lack of services in the evening
 - Concerned about noise from arena as people exit late at night
 - Wind Street is a difficult environment in the evening – we do need a better environment elsewhere in the city centre
 - Parking charges are expensive. Congestion is caused by all the traffic lights
 - Shared space [where road and pedestrian surfaces have no defining boundaries such as kerbs] – visually impaired people don't like it and it confuses guide dogs

- What type and size of shops are you looking at? – a lot of shops are going elsewhere due to the [poor] environment
- Cycle routes and covered cycle parking are needed

4.1.21 FEEDBACK BY LOCAL RETAILERS AND BUSINESSES

This consultation meeting was attended by representatives of a number of local retailers including the manager of the Quadrant Shopping Centre. Their questions, comments and suggestions are included below:

- 4.1.22
- It's a wet city – no cover?
 - Intelligent parking space information would be best – the existing Pay & Display system is not good
 - Road infrastructure – existing parking exits are poor, resulting in back-ups on site. There are too many traffic lights
 - What assistance will the Highways Department give?
 - Morfa looks great but you can't get in or out of it
 - Your transport engineers will prepare the plan, won't they?
 - The scale of the scheme is appropriate and targeting the next level up of retailers is right. But critical is the boutique cinema (we don't get a lot of films), and we need a new range of better quality restaurants. The bridge is also extremely important
 - How would access to the beach be?
 - What will happen to the existing St David's tenants?
 - Online retailing – is there still a requirement [for this development]?
 - There are lumps of leisure in this development – what are the relative percentages?
 - Will John Lewis ever come to Swansea?
 - Could it become another Parc Tawe?
 - As a bus company we run services to the universities up to 3am-4am. This development is likely to mean that we'll go through the night. Why we invest in student services is because of the high economic boost students bring to the city.
 - What's your view of Next with their representation elsewhere?

4.1.23 FEEDBACK BY SWANSEA MARKET TRADERS

This consultation meeting was attended by a small number of market traders. Their questions, comments and suggestions are included below:

- 4.1.24
- When the Quadrant was built, it emptied the high street – what's this going to do?
 - Will there be space for independent retailers?
 - Will the parking be free?
 - Will the housing be rented?
 - Will there be studio apartments?

4.2 STAGE 2

4.2.1 2,517 people visited the project website during Stage 2.

4.2.2 More than 70 people came to the Open Day on Wednesday 15th February 2017.



4.2.3 Questions, points and issues that were raised and discussed with the consultants at the Open Day included:

- Concerns about the height of adjacent buildings and the possibility of residents in the Excelsior building being overlooked
- Requests to know more about the south site car park, heights, and access through the dockyard wall
- Concerns about the control of anti-social behaviour
- Concerns about the position of the footpath along the wall overlooking Victoria Quay
- Concerns about potential privacy, light and noise impacts for Victoria Quay residents
- Concern about the location of the hotel
- Suggestion that culture to be an integral part of regeneration
- Suggestion to provide secure cycle parking and charging points for electric cycles
- Suggestion to provide seating in public realm areas
- Suggestion about the need for open spaces and views
- Request for the scheme to provide a high quality of accessibility including clear determination of routes, cycles to be pushed in pedestrian areas, no shared surfaces, tactile paving of the correct type, significantly better way-finding, and accessible lifts
- Request for good cycle routes and linkages
- Suggestion of temporary parking on Museum Green during construction
- Appeal for better bus services for the outskirts of Swansea and for Park & Ride
- Request for appropriate kerb heights at bus stops
- Request for maintenance of Blue Badge access and parking for the churches

4.2.4 The above points were subsequently raised in the various representations and feedback submissions made during Stage 2 – which included some 37 from members of the public and a further 11 from local stakeholders and interest groups.

4.2.5 5 representations by statutory consultees and other key stakeholders were received by Savills – see Appendix 7.5.

4.2.6 The feedback and representations received from the public and all of the groups and organisations consulted is provided along with the Applicant's responses in the Appendices 7.1 to 7.5.

5. COMMON THEMES

- 5.1 With an overall support level of nearly 75%, the public response to the outline proposals as measured by the responses to the feedback questionnaire in Stage 1 has been overwhelmingly positive. It is clear from this that the public of Swansea want to see this site developed and are happy with the mix of uses and the new pedestrian bridge over Oystermouth Road that have been proposed.
- 5.2 The proposal for an arena was particularly well received with 87% saying they were in favour and less than 6% against.
- 5.3 In fact all of the proposed uses scored 50% or more, with all bar student housing above the shops scoring 64% or more.
- 5.4 Student housing at 50% was easily the least popular with over 29% being against it and more than 17% being undecided.
- 5.5 The proposed boutique cinema – scoring 64% – was the 9th most popular use. Although the support level is still very close to a two-thirds majority, this use was perhaps lower than might have been expected. The fact that a further 19% were undecided, may perhaps indicate that, as well as there being some questioning of the need for another cinema, there is probably some lack of understanding as to what a boutique cinema actually is.
- 5.6 Whilst the above figures indicate the very high level of support for the proposed mix of uses, analysis of all the other written feedback – the comments and suggestions from the public and the feedback from local stakeholders and interest groups – has drawn out a number of common themes that provide some further insight beyond the relative popularity of the various proposed uses. These are detailed below.

5.7 COMMON THEMES IN STAGE 1

- **ANCHOR STORE, BETTER BRANDS AND RETAIL MIX** – A large number of people aspire to having a John Lewis or House of Fraser store in the city centre. They would also like to see a much-improved retail mix incorporating better quality national brands whilst also sustaining local independents – both for shopping and the food and beverage sector.
- **TOO MUCH RETAIL** – Many people expressed concern about the existing number of empty shops and questioned the need for more.
- **NEED FOR A CINEMA** – A number of people questioned the need for another cinema in the city centre.
- **WEATHER PROTECTION** – Swansea is a wet city and quite a number of people – both in their responses and face-to-face discussions with us at the exhibition and meetings – have raised the need for weather protection across the scheme, particularly for the bridge (where people have plenty of experience of using the existing exposed footbridge) and for the restaurants, cafés and shops.

- **DISLIKE OF STUDENT ACCOMMODATION** – Student accommodation above some of the shops was – at 50% – the lowest scoring of the initial uses proposed. It was also unpopular with a number of people who submitted comments.
- **ICE RINK AND SKATEBOARD PARK** – A number of people would like to see an ice rink in the city centre, and a smaller number would like a skateboard facility or indoor skiing.
- **NOT ENOUGH PARKING** – A number of people thought that there wasn't enough parking in the scheme.
- **MORE TREES AND GREENERY** – The desire to see more trees and vegetation incorporated into the scheme was also a popular theme.

5.8 COMMON THEMES IN STAGE 2

5.8.1 There were two further common themes that came to the fore in Stage 2, which were:

- **ST DAVID'S CHURCH** – The desire by St David's Church and its parishioners to ensure that the replacement church hall would be located close to the church, be of a similar size with appropriate facilities, and for accessibility, parking and drop-off facilities to be maintained.
- **OVERLOOKING, NOISE, DAYLIGHT AND ANTI-SOCIAL BEHAVIOUR** – LC and local residents – particularly those from Squire Court on Victoria Quay – expressed concerns about the possibilities of overlooking by the hotel, the impact by the hotel tower on daylight, noise from the arena and hotel's service yard, and anti-social behaviour along the footpath on the upper level near the top of the dockyard wall.

5.8.2 The above sets of common themes only pull out a number of issues that were each expressed by a number of people or groups. Many other points were raised in the comments, suggestions and representations submitted by both individuals and organisations. To see all of these, please read the tables contained in the Appendices.

6. SUMMARY OF THE APPLICANT'S RESPONSES

- 6.1 At the end of Stage 1 of the pre-application consultation – which was primarily about the proposed layout of the site and the preferred mix of uses – it is clear that there is a high level of overall support for the proposals within the community of Swansea.
- 6.2 In Stage 2 – which was focused on the draft outline planning application and incorporated the formal PAC process – we received a smaller number of submissions but these were much more focused on the proposals contained in the draft application.
- 6.3 Whilst our detailed responses to all of the points raised are included in the following Appendices 7.1 to 7.5, we summarise here our responses to the common themes identified in the previous section:
- **ANCHOR STORE, BETTER BRANDS AND RETAIL MIX** – A large new department store would be most people's choice for inclusion within the scheme and we will endeavour to provide this. However, there are very few department stores in the market and this may prove difficult. We are equally confident we can deliver new good quality retailers into Swansea thereby making it a far more attractive shopping experience overall.
 - **TOO MUCH RETAIL** – Independent studies have shown that there is capacity for additional retailing in Swansea. Retailer requirements have changed over the years and shop sizes and locations that once fitted their requirements may no longer be suitable. However, we have found in the past that when more retail is introduced to a city centre it helps to rejuvenate areas by bringing in more shoppers. Any empty units are likely to be occupied by other retailers who are looking for more economic space.
 - **NEED FOR A CINEMA** – We are looking to provide a cinema with a point of difference from the cinemas already operating in the city centre. The new cinema will be focused on providing a different customer experience, with luxurious and larger seating and food and drinks being brought to your seat by the staff. It is likely to be only 3 or 4 screens and will show a wider range of films rather than just 'blockbusters'.
 - **WEATHER PROTECTION** – A cover strategy has been developed to an outline proposal which includes different strategies for different locations and uses, ranging from architecturally integrated canopies on retail facades, potentially fully covered café / restaurant street and the covered bridge.
 - **DISLIKE OF STUDENT ACCOMMODATION** – In response to its relatively low popularity and a further review of the mix of uses, student housing is no longer part of the proposals.
 - **ICE RINK AND SKATEBOARD PARK** – The proposed mix of uses for the site has been developed carefully in line with the Council's planning policy aspirations for the site, and in response to expected demands from operators. The proposals include a significant proportion of leisure floorspace, which could be occupied by a range of leisure operators. This would not preclude an ice rink operator dependant on demand and viability.
 - **NOT ENOUGH PARKING** – The proposed scheme effectively maintains the current level of parking provision in the city centre and is set at a level that will support the proposals without

encouraging excessive use of the private car. This is in line with guidance set out in Planning Policy Wales (PPW) and the Swansea Central Area Regeneration Framework (SCARF). Policy is to reduce/discourage car trips into the centre and encourage increased use of the city's Park and Ride facilities. Parking data provided by the CCS shows that the existing 4 car parks directly affected by the scheme currently combined operate with significant spare capacity during the week and at weekends. A large proportion of this spare capacity is in the St David's car park which currently provides a poor parking and unattractive parking facility.

- **MORE TREES AND GREENERY** – The site is currently of very limited biodiversity value, comprising highly artificial and manmade habitats; as such, the proposed redevelopment provides the opportunity to include a range of habitat enhancement measures, which will deliver local biodiversity gains. These are outlined within the Preliminary Ecological Appraisal for the site and have been informed by the landscape proposals.

The Sustainability Statement and BREEAM Strategy have accounted for the inclusion of new trees on site and significant ecological enhancement. The planting will be selected to be sensitive to the local natural environment.

- **ST DAVID'S CHURCH** – The church hall is proposed to be located in a new building in approximately the same location as it is now. The size and layout of the hall will be based on the requirements of the church and a temporary hall will be provided near the Church during demolition and construction periods. The proposals will maintain access to the church for parking, accessibility and drop-off.
- **OVERLOOKING, DAYLIGHT, NOISE AND ANTI-SOCIAL BEHAVIOUR** – There won't be any hotel rooms below 5 meters above the podium level, ensuring that overlooking is minimised. Soft landscaping between the LC and the hotel will ensure that the customers do not feel unduly overlooked.

The daylight and sunlight assessment has been based on the maximum parameters so provides a worst-case assessment for the purposes of the outline planning application. Further daylight and sunlight assessment studies will be carried out at reserved matters stage to ensure the best location for the hotel, taking into account the LC's concerns.

It is now proposed that the current pathway by the wall will be moved inwards, away from the wall, thus ensuring that the public can't get very close to the wall and look over it. Small areas of the wall will be accessible in order to enjoy the quality of this heritage asset, but they will be chosen strategically and will be kept at a minimum to discourage many people gathering. CCTV cameras and adequate lighting will discourage anti-social behaviour. In addition, we have agreed to plant evergreen hedging to help protect the residents of Victoria Quay from overlooking.

Servicing for the arena will be under the proposed podium. This, combined with the presence of the GWR revetment wall, will ensure that vehicle activity and associated noise is contained.

The existing LC car park operates between 7am to 11pm. The proposed car park will need to be 24-hour operation to support the hotel and arena development. However, during night-time hours parking and servicing activity will be limited.

6.4 NEXT STEPS

If the outline planning application is approved, the Applicant together with the development team led by Rivington Land will organise further consultation with all of the consultees once we start the detailed design during the reserved matters stage.

7. APPENDICES

7.1 STAGE I FEEDBACK FROM THE PUBLIC AND THE APPLICANT'S RESPONSES

- 7.1.1 The table on the following pages provides a summary of all of the feedback submissions made by members of the public during Stage 1. The applicant's responses to all the points raised are provided alongside, and references to where information is provided within the planning application are given where relevant.
- 7.1.2 The feedback card and online questionnaire used in Stage 1 contained three main questions, the answers to the first two of which gave people's overall opinion of the proposals and their preferences for the proposed mix of uses (see Section 4). The third was an open questions asking for people's comments and suggestions, a summary of which are reproduced in the following table.

Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
1.0	LAND USE				
1.1	Retail	<p>1. Too much retail, concerns about existing empty shops.</p> <p>2. Want shops, cafés and restaurants that are not in Swansea already.</p> <p>3. Would like extended shop hours.</p> <p>4. Would like to see a large department store / better quality shops.</p>	<p>15</p> <p>8</p> <p>1</p> <p>27</p>	<p>Independent studies have shown that there is capacity for additional retailing in Swansea. Retailer requirements have changed over the years and shop sizes and locations that once fitted their requirements may no longer be suitable. However, we have found in the past that when more retail is introduced to a city centre it helps to rejuvenate areas by bringing in more shoppers. Any empty units are likely to be occupied by other retailers who are looking for more economic space.</p> <p>We agree. We will be targeting retailers that are not currently in the city centre. This will then provide a wider shopping choice attracting members of the public who do not currently shop there and also providing a wider choice for those who do.</p> <p>We would agree with this comment. It has never made total sense that shops only open during office working hours thereby denying a large proportion of the public from shopping other than at weekends. We would very much like to see retailers opening later in the evening and maybe not opening in the morning until 10 or 10.30am. However it is the retailers who will eventually dictate this, although we will do our best to persuade them.</p> <p>A large new department store would be most people's choice for inclusion within the scheme and we will endeavour to provide this. However, there are very few department stores in the market and this may prove difficult. We are equally confident we can deliver new good quality retailers into Swansea</p>	



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
				thereby making it a far more attractive shopping experience overall.	
		5. Retail mix needs to be high quality.	1	See response to 1.1.1 and 1.1.4.	
		6. Starter units / pop-up shops for new small businesses / independents.	7	We are keen to encourage new retailers and smaller local retailers into the market and will be allocating some units for this purpose.	
1.2	Cinema	1. No need for cinema / not much of a crowd puller.	14	We are looking to provide a cinema with a point of difference from the cinemas already operating in the city centre. The new cinema will be focused on providing a different customer experience, with luxurious and larger seating and food and drinks being brought to your seat by the staff. It is likely to be only 3 or 4 screens and will show a wider range of films rather than just 'blockbusters'.	
		2. Add outside cinema.	1	Any cinema needs to be viable for it to work. An outside cinema would need clement weather for it to work. These can work very well in other parts of the world where weather is more predictable. We believe it would be difficult to make this work in most areas of the UK including Swansea.	
		3. Ensure cinema's pricing is fair.	1	The pricing of cinema tickets is set by the operator. However, we are proposing a different style of operator to those currently provided in the city centre. It is likely to be a smaller cinema with only 3 to 4 screens, which provides a different experience. Ticket prices are likely to be slightly more expensive than the large multi screens but we believe they still provide good value for money.	
		4. An IMAX.	2	We will keep this option under review. It does use up a significant amount of space, but the maximum parameters of the scheme would be able to	



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
		5. High end like Cinema de Lux	1	accommodate an IMAX. We are currently targeting a boutique style cinema operator.	
1.3	Cafés and Restaurants	1. Don't need more / chain restaurants. 2. Would like rooftop bars and restaurants. 3. Too many outlets in the city. Believe in Wind Street and surrounding area. 4. Better quality range of brands needed. 5. No good opening 50 new bars/restaurants and then having 50 existing ones close. 6. Outside seating for cafés, etc.	3 1 1 1 5 1	The vast majority of restaurants these days are run by 'chains'. However, we would be happy to involve some independent operators within the scheme. There could be a rooftop restaurant at the top of the hotel. When we know more details of how the scheme will be laid out we will be investigating other opportunities for these uses. Wind Street serves a particular purpose and does it very well. It is expected that the Swansea Central scheme will target a different type of customer and therefore operators. We agree with this and will be endeavouring to provide this type of operator. We will probably only be targeting only between 6 and 8 restaurants in the final scheme. However, this depends on the type of scheme eventually delivered and the demand there is. At this stage we are confident we can deliver this number of operators that will be new to Swansea.	
1.4	Residential	1. Need big apartments to attract elderly downsizers. 2. Include affordable housing. 3. More housing.	3 1 3	The proposals incorporate areas for outdoor seating for the proposed café / restaurant uses. It is proposed that all of the restaurants we eventually provide will have facilities for outside seating. We will keep under review the demand for all the various possibilities of residential uses. The proposals will deliver affordable housing in line with the Council's planning policy targets. The number of residential units will be in line with the	



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
				demand.	
		4. Already too many apartments.	1	The number of residential units will be in line with the demand.	
1.5	University Facilities	1. Less university facilities, more shops. 2. Good to have library here.	2	The provision of University uses within the scheme is by no means certain. In any event we would not be looking to provide university space at the expense of shops and restaurants.	
1.6	Student Residential	1. No student accommodation. 2. Should be nearer to 2 nd Uni campus.	3 13 1	There is the possibility of a new public library in the scheme but this would be dependent on the Council deciding to move it here In response to its relatively low popularity and a further review of the mix of uses, student housing is no longer part of the proposals. Any proposed university uses would be dependent on a suitable arrangement between the City and the University but the proposals do not include student housing.	
1.7	Arena	1. Bigger if possible. 2. Against it.	6 2	The size of the arena will be driven by the demand of the operators. The result of the consultations so far show there is overwhelming support for an arena to be provided within the city centre.	
1.8	Hotel	1. Quality not budget. 2. Not a tall building. 3. Concern about towering over the LC and the arena.	2 2 1	A good quality hotel operator will be targeted. The location and scale of the hotel will ensure that the area will act as a gateway, further emphasised by the proposed quality of the buildings and their surrounding public realm. We are keeping the final height and exact location of the hotel under review (within the parameters) so as to minimise its impact on surrounding buildings whilst still providing a viable operation.	See Section DZ4 of the Design and Access Statement and the Design



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
				<p>The daylight and sunlight assessment has been based on the maximum parameters so provides a worst-case assessment for the purposes of the outline planning application. Further daylight and sunlight assessment studies will be carried out at reserved matters stage to ensure the best location for the hotel.</p> <p>There won't be any rooms below 5 meters above the podium level, ensuring that overlooking is minimised. Soft landscaping between the LC and the hotel will ensure that the customers do not feel unduly overlooked.</p>	Principles document.
		4. Tower should be more ambitious.	5	There are extensive architectural requirements for the tower, which include its massing, proportion, articulation, visual interest and materiality. The planning application proposes up to 13 storeys.	See Section DZ4 of the Design and Access Statement and the Design Principles document.
		5. Needs a proper spa.	1	The provision of a spa will be discussed with the successful hotel operator.	
		6. Not needed.	2	A new good quality hotel would add significantly to the offer within the city centre. The existing good quality hotels operate with high occupancy demand and we believe there is ample opportunity for another operator.	
		7. Should not be sited next to LC.	1	The hotel's guests may wish to use the LC as a hugely popular destination. The hotel and arena are positioned along the north-south physical and visual connection and their proportions and uses dictate their positions.	See the Masterplan Concept chapter of the Design and Access Statement.



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
1.9	Other Suggested Land Uses	<p>1. Office space also needed.</p> <p>2. Leisure facility like mini golf.</p> <p>3. Undercover children's play park / soft play.</p> <p>4. Ice rink / indoor skiing.</p> <p>5. Outdoor market space / night food market.</p>	<p>1</p> <p>1</p> <p>4</p> <p>10</p> <p>2</p>	<p>The proposed mix of uses for the site has been developed carefully in line with the Council's planning policy aspirations for the site, and in response to expected demands from operators. The proposals incorporate floor space that could be used for offices.</p> <p>The proposed mix of uses for the site has been developed carefully in line with the Council's planning policy aspirations for the site, and in response to expected demands from operators. The proposals include a significant proportion of leisure floor space, which could be occupied by a range of leisure operators. This would not preclude an indoor mini golf operator if there is demand.</p> <p>A draft play strategy for the development site has been developed to ensure there is a range of accessible play options across the site for different ages and abilities, which also takes in account the changing climate. The proposal will be developed in line with the overall aims of the regeneration and the Council's planning aspirations and policies during the reserved matters stage.</p> <p>The proposed mix of uses for the site has been developed carefully in line with the Council's planning policy aspirations for the site, and in response to expected demands from operators. The proposals include a significant proportion of leisure floor space, which could be occupied by a range of leisure operators. This would not preclude an ice rink operator dependant on demand and viability.</p> <p>We will keep under review the demand/availability of some form of outdoor market provided this accords</p>	<p>See Public Realm Strategy Document.</p>



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
		6. Extend the Quadrant / integrate better.	5	with current Council policy. The proposal addresses the access situation of the Quadrant. By re-aligning its access route towards St Mary's it will be better positioned, better accessed and alongside high quality retail areas.	See the Illustrative Scheme Options part of the Design and Access Statement.
		7. More residential towers.	5	The height of the proposed blocks has been carefully assessed for their appropriate scale in terms of their urban qualities and light requirements. The position of the tower is the only one where such a tall building is allowed for, it acts as a gateway location and an urban marker. It also relates in scale to that side of Oystermouth Road.	
		8. Dance venues.	1	The proposed mix of uses for the site has been developed carefully in line with the Council's planning policy aspirations for the site, and in response to expected demands from operators. The proposals include a significant proportion of leisure floor space, which could be occupied by a range of leisure operators.	
		9. More commercial uses between arena and Civic Centre redevelopment.	1	There are cafes and restaurants proposed under the hotel and within the block of the arena facing the hotel.	See the Illustrative Scheme options part of the Design and Access Statement.
		10. More family attractions needed.	1	We are keen to have some family attractions within the final scheme.	
		11. Put the slip bridge back.	1	This is not within the site boundary and does not form part of the proposals.	



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
		12. Include a science centre.	1	This is something that could be incorporated should an operator come forward.	
		13. More sporting activities.	3	There is a very large existing and popular leisure facility opposite and adjacent to the site which is being developed.	
		14. Art gallery / art centre	1	The scheme has been designed to allow for the provision of some art/artistic space within the development.	
		15. All weather tourist attraction.	1	It is hoped that the final scheme delivered will be of sufficient quality and provide a sufficiently broad range of uses to provide a further attraction to the city centre.	
2.0	HIGHWAYS MATTERS				
2.1	Parking	1. Doesn't look like there's enough.	8	The proposed scheme effectively maintains the current level of parking provision in the city centre and is set at a level that will support the proposals without encouraging excessive use of the private car. This is in line with guidance set out in Planning Policy Wales (PPW) and the Swansea Central Area Regeneration Framework (SCARF). Policy is to reduce/discourage car trips into the centre and encourage increased use of the city's Park and Ride facilities. Parking data provided by the CCS shows that the existing 4 car parks directly affected by the scheme currently combined operate with significant spare capacity during the week and at weekends. A large proportion of this spare capacity is in the St David's car park, which currently provides a poor parking and unattractive parking facility.	See Sections 2 and 6 of the Transport Assessment.
		2. Would like underground parking.	2	This is cost prohibitive and would not provide the best design solution. It is also not possible due to the site	



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
		3. Design not to look like car parks.	1	levels in relation to the sea. The treatment of the car park's massing and façade is prescribed to have maximum possible visual interest and animation. The overflow car park by the arena is to have landscape features and be used as a park.	See Design Principles Document.
		4. Keep pricing down / affordable / free.	4	The pricing policy of all the car parking will set by the City Council once the car parks are operational.	
		5. Increased parking will not help traffic.	1	The proposals effectively maintain the existing parking provision and do not increase the level of parking.	See Sections 2 and 4 of the Transport Assessment.
		6. Retain LC parking.	2	The scheme will provide high quality multi-storey car parking with easy access to the LC.	
		7. Live parking signage.	1	Real Time Variable Message Parking Signs will be provided as part of the proposals.	See Section 4 of the Transport Assessment.
		8. South site should be parking only.	1	The South site is important in urban planning terms as a connection between the city centre and the sea and thus should have active uses.	
		9. Electric car charging points.	1	Electric car charging points will be provided within the proposed car parks.	See Section 4 of the Transport Assessment.
2.2	Cycling	Decent, segregated cycle tracks	4	Cycle facilities will be incorporated into the proposals. Exact details of the routes and layouts will be determined at the detailed planning stage.	See Sections 3 and 4 of the Transport Assessment.
2.3	Buses	1. Need bus stops with decent shelters.	1	New bus stops and shelters will be provided on Oystermouth Road.	See Section 4 of the Transport Assessment.
		2. Add limited bus and vehicle access to	1	The proposals will generate bus passenger growth and	See Sections 3



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
		scheme.		greater demand for evening and night buses. The level of service provision will need to be reviewed with the bus operators and the Council's highways team. Improved bus facilities are to be provided as part of the development proposals.	and 4 of the Transport Assessment.
		3. More regular intervals later into the night.	4	The proposals will generate bus passenger growth and greater demand for evening and night buses. The level of service provision will need to be reviewed with the bus operators and the Council's highways team. Improved bus facilities are to be provided as part of the development proposals.	See Sections 3 and 4 of the Transport Assessment.
2.4	Traffic	1. Better traffic management needed. 2. Arena events will cause traffic chaos.	3 1	The proposals will remove traffic movements from the central area, with service vehicle traffic being restricted to certain off-peak times of the day Specific measures will be put in place to control arena traffic during big events. The access arrangements have been designed to accommodate the predicted peak traffic movements.	See Section 4 of the Transport Assessment. See Sections 3 and 4 of the Transport Assessment.
2.5	Public Transport	An elevated monorail / tram to The Mumbles.	3	This is not within the site boundary and does not form part of the proposals.	
3.0	DESIGN MATTERS				
3.1	Bridge	1. As broad as possible. 2. Concern about safety – needs to be well lit. 3. Bridge not warranted.	4 1 1	The bridge will be designed to be a minimum of 5 meters in the middle section and much wider at the ends allowing for all required uses. Adequate lighting will be provided and will be designed in conjunction with the Police to design out crime. The proposed bridge will be a natural continuation of the street leading to it, thus it will feel like the best option for crossing the street. From Oystermouth Road, level ramps, stairs and lifts will lead up to the	See Horizontal Deviation Plan.



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
3.2	Outdoor Seating	Need seating, not just for cafés.	3	bridge, ensuring it is an accessible way to cross the road for all. The bridge is proposed to be covered and thus will make a more inviting crossing alternative in all conditions than level crossing. There was overwhelming support for the bridge from the public, with many people expressing that crossing Oystermouth Road can be a frustrating experience. Provision of outdoor seating opportunities has been recognised as an integral part of the public realm strategy to enable people to rest, to talk, and take time to soak up the experience. This will be developed at the detailed design stage.	See the Public Realm Strategy Document.
3.3	Public Toilets	1. More public toilets needed.	5	Noted and will be developed at the detailed design stage.	
		2. 4 times more space for female toilets than male ones.	1	Toilet provision will be in accordance with standards and regulations.	
3.4	Culture	1. Public art needed.	3	This is noted, and opportunities for public art will be explored at the reserved matters (detailed) application(s) stage.	
		2. Outdoor areas for busking and performances.	1	Noted. Play and cultural elements will be developed at the detailed design stage.	
		3. Play space.	1	See response to ref. 1.9.3 on play. The play proposal will be developed in line with the overall aims of the regeneration and the Council's planning aspirations and policies during the reserved matters stage.	See Public Realm Strategy Document.
3.5	Site Boundary	1. Needs to be larger (include Tesco).	1	The Tesco site sits outside of the Council's ownership and the store's relocation does not form part of this outline planning application.	
		2. Relocate Tesco.	3	The Tesco site sits outside of the Council's ownership and the store's relocation does not form part of this outline planning application.	



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
		3. Keep to north site.	2	The southern site provides significant opportunities and will allow for the delivery of a comprehensive scheme.	
3.6	Ecology, Energy and Sustainability	1. Eco paving, green walls, raised planted areas, green roofs, bee hives. 2. Renewable energy generation. 3. More trees and greenery.	2 3 8	The principle aims behind the public realm design have been to provide a high quality sustainable development by introducing a series of interventions to increase green space, and enhancing the ecological value and biodiversity of the site by providing green infrastructure. The integral components of the green infrastructure include, but are not limited to, tree and shrub planting (in ground and raised), green roofs (intensive and extension green roofs), habitat wall/features (e.g. bee hives and insect hotel to ecologist's recommendations to maximise biodiversity value), etc. Materials would be carefully selected to reflect the quality of the character areas illustrated in the hard landscape strategy, and to consider the environmental impact through the Green Guide to Specification. These principles will be carefully considered during reserved matters stage. The application of photovoltaic panels is to be considered as the design develops for buildings with accessible, un-shaded roof space. The site is currently of very limited biodiversity value, comprising highly artificial and manmade habitats; as such, the proposed redevelopment provides the opportunity to include a range of habitat enhancement measures, which will deliver local biodiversity gains. These are outlined within the Preliminary Ecological Appraisal for the site and have been informed by the landscape proposals.	See Public Realm Strategy Document.



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
				The Sustainability Statement and BREEAM Strategy have accounted for the inclusion of new trees on site and significant ecological enhancement. The planting will be selected to be sensitive to the local natural environment.	Assessments.
		4. Greenery must be well maintained.	1	The BREEAM strategy proposed for the non-residential development requires the production of a landscape and habitat management plan by a suitably qualified ecologist, appropriate to the site which considers all new soft landscaping covering at least the first five years of occupation/ operation.	See the BREEAM Pre-Assessments.
		5. Sustainability should be a priority.	3	<p>The development proposals are meeting key sustainability objectives, responding to local needs and requirements, and conforming to best practice sustainability criteria. Sustainability priorities that have been addressed include:</p> <ul style="list-style-type: none"> • Consideration of climate change and the long-term needs of the development as well as short term requirements; • A range of buildings to provide employment opportunities and grow the economic potential of the area; • Biodiversity improvements to enhance well-being, visual amenity and ecosystem resilience; • Areas of public realm and play space to provide areas for social interaction, relaxation and connectivity; • Inclusive design to enable the whole community 	See the Sustainability Statement.



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
				<p>to benefit from the development;</p> <ul style="list-style-type: none"> A safe and attractive layout and design that is well connected through sustainable means of transport; Use of local materials where possible to minimise travel distances, improve the local economy and protect Welsh heritage; and Demonstration that a BREEM 'Very Good' level can be achieved for all buildings, demonstrating all-round sustainability. 	
3.7	Weather Protection	<ol style="list-style-type: none"> More canopies. 	5	<p>A cover strategy has been developed to an outline proposal which includes different strategies for different locations and uses, ranging from architecturally integrated canopies on Retail facades, potentially fully covered cafe / restaurant street and the covered bridge.</p> <p>See 3.7.1.</p>	See Section 4.2 of the Design and Access Statement.
3.8	Linkages	<ol style="list-style-type: none"> Bridge should have cover / protection. Improved links from station. 	8 1	<p>The application boundary does not stretch up to the station, but the proposals will provide improved pedestrian links through the development site, which will connect into existing routes to the station.</p>	See Section 4 of the Transport Assessment.
3.9	General Design Comments	<ol style="list-style-type: none"> Create an inside/outside feel (like Cabot Circus). Create Welsh feel (unlike St David's in Cardiff). Quality materials and design for longevity. 	1 3 3	<p>A cover strategy has been developed to an outline proposal which includes different strategies for different locations and uses, ranging from architecturally integrated canopies on Retail facades, potentially fully covered cafe / restaurant street and the covered bridge.</p> <p>Noted. Details will come through at the detailed design stage.</p> <p>Materiality is prescribed for each Zone with relevant</p>	See Section 4.2 of the Design and Access Statement.



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
				architectural requirements specified within the Design Principles Document. From those materials the exact specification will come out at later stages and will be robust and appropriate for their use and location.	the Design and Access Statement and the Design Principles Document.
		4. Make it open and inviting with good spaces between buildings.	2	The public realm vision has been developed around place shaping and making as one of the core values. This has also been embedded in the design principles in the Design and Access Statement.	See Design and Access Statement and Public Realm Strategy Document.
		5. Concern for treatment around churches.	1	The design objectives of the spaces around the two churches aim to improve their settings. Initial proposals include low-key interventions that respect their heritage and character for better integration within the city, as well as allowing for better appreciation of the historical settings. All detailed design work around the churches will be done through discussions with the churches.	See Public Realm Strategy Document.
		6. Keep St David's church hall.	1	The Church Hall is proposed in a building that will be located in approximately the same location as it is now. The size and layout of the hall will be based on the requirements of the church and a temporary hall will be provided near the church during demolition and construction periods.	See Design and Access Statement.
		7. Preferred original scheme fly-through.	1	Noted. The fly-through is updated to reflect each design stage.	
		8. Good wheelchair access and clear pathways for the visually impaired.	2	All pedestrian desire line routes will as far as possible be kept clear. The levels are such that ramps and steps will be kept to a minimum. Where steps are unavoidable these will meet BS 8300 there will be alternative ramp options. All ramps will meet BS8300.	



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
		9. Want to see much more detail, especially on character, views, heritage, routes, spaces, etc..	1	The reserved matters application(s) will provide the appropriate level of details. The examples used in the Design Principles and Design and Access Statement are intended to demonstrate the intentions of quality.	
3.10	Way-finding	Good signage needed.	1	Noted. This will be developed at the detailed design stage. The way-finding strategy for the development site would be developed in line with the principles set out in the Public Realm Strategy Document, and to fit into the Swansea city-wide way-finding strategy. The strategy aims to enhance the arrival experience and orientation, as well as to identify key destinations.	See p.34 of the Public Realm Strategy Document.
3.11	Impact on Victoria Quay	1. Concern for noise and anti-social behaviour impact for residents.	2	It is now proposed that the current pathway by the wall will be moved inwards, away from the wall, thus ensuring that the public can't get very close to the wall and look over it. Small areas of the wall will be accessible in order to enjoy the quality of this heritage asset, but they will be chosen strategically and will be kept at a minimum to discourage many people gathering. CCTV cameras and adequate lighting will discourage anti-social behaviour.	See the Design Principles Document and Design and Access Statement.
		2. Concern for privacy – retain the wall.	2	The wall will be retained.	
		3. Concern re overlooking by hotel.	1	Please see above.	



7.2 STAGE 2 FEEDBACK FROM THE PUBLIC AND THE APPLICANT'S RESPONSES

- 7.2.1 The table on the following pages provides a summary of all of the feedback submissions made by members of the public during Stage 2. The applicant's responses to all the points raised are provided alongside, and references to where information is provided within the planning application are given where relevant.

Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
1.0	LAND USE				
1.1	Cinema	Does the footfall in the existing cinemas justify another one?	1	We are looking to provide a cinema with a point of difference from the cinemas already operating in the city centre. The new cinema will be focused on a different customer experience, with more luxurious and larger seating and food and drinks being brought to your seat by the staff. It is likely to be only 3 or 4 screens and will show a wider range of films rather than just 'blockbusters'.	
1.2	Retail	There is not enough footfall to support the existing retail.	1	We have undertaken separate independent reviews of the retail capacity for the city centre and these show that there is more capacity than we are providing. We are also going to be targeting different retailers with a different offer than those currently trading.	
1.3	Students/University	University seems to be the great saviour at present, but am unsure about putting all your eggs in one basket. Student frequented building may not be compatible with the other stated aims for the area.	1	It is by no means certain that the University will occupy any buildings within the site. However, if there were to be some university buildings they would be more likely to be office, leisure and exhibition orientated than for teaching purposes.	
1.4	Arena	1. Could the arena be dual purpose – also serving as an ice rink? 2. Not convinced of the wisdom of having an arena in such a congested area.	1	It would not be possible to use the arena also as an ice rink. These are very different uses and could not be accommodated within the space planned. The arena has been located in an area that provides direct access to the main road system. Modelling work contained in the Transport Assessment confirms that the proposed access arrangements and highway network can accommodate the predicted peak traffic movements.	See Section 6 of the Transport Assessment.
1.5	Hotel	Does the bed occupancy of existing hotels justify another one?	1	A new good quality hotel would add significantly to the offer within the city centre. The existing good quality hotels operate with high occupancy demand	



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
1.6	Library	Good idea to locate the public library here but what will happen to the archives?	1	and we believe there is ample opportunity for another operator. A working group is currently looking at the options and will be consulted on in due course.	
1.7	Church & Hall	1. St David's need for an adjacent church hall must be met. 2. The new church hall should be at least as big as the existing one and have appropriate facilities. 3. Parking, drop-off and access needs of parishioners, particularly the elderly and infirm, plus weddings and funerals vehicles should be met 4. The priest needs a garage for his car. 5. Existing church, grounds and living quarters should be preserved. 6. Quality of building work should be high quality, energy efficient and with all necessary facilities. 7. Request regular feedback from the Council with further consultation. 8. Church hall should be separate from any other building.	20 12 20 2 3 1 1 1	The church hall is proposed to be located in a new building in approximately the same location as it is now. The size and layout of the hall will be based on the requirements of the church and a temporary hall will be provided near the Church during demolition and construction periods. See 1.7.1. The proposals will maintain access to the church for these uses. The garage will stay in its current location and is not proposed for demolition. The churches and associated listed structures will not be changed. All changes around the churches, such as additional lighting or changes to landscaping will be designed in consultation with the churches. Agreed and have been set out as such through the Design Principles Document. The applicant will formally consult upon submission of the outline planning application and in the context of future reserved matters proposals. The church hall will be incorporated into another building near to where the existing one is.	See Section 4 the Transport Assessment



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
		9. Can a covered walkway between the hall and church be provided?	2	The hall entrance will be close to the church but can't be physically connected to allow for better setting of the church within the public realm proposals.	
		10. Any [adjacent] businesses should be compatible with the church – i.e. not licenced premises, music venues, etc.	1	Noted.	
		11. Mosaic of the Virgin and Child on the side of the Ty Mam Duw housing complex should be saved and incorporated into the new development.	1	Noted.	
2.0	DESIGN				
2.1	Layout	Critical commentary on shift of city centre southwards, general layout based on single new backbone, car dependency, amount of retail, and limited amount of residential.	1	The proposals are in accordance with Swansea Central Area Regeneration Framework that requires strong links to be maintained. Car parking is an inherent requirement for the scheme due to current customer expectations but there will also be provision for cyclists and access to public transport. The amount of retail and residential will be determined by occupier demand.	See Daylight / Sunlight Assessment.
2.2	Building Heights	1. The university building will completely overshadow St David's Church.	1	The maximum parameters of the proposed adjacent buildings have been assessed within the submitted Daylight and Sunlight Assessment. This has shown that, under the maximum parameters, on the equinox the church would be in full or partial sunlight between 10:00 and 16:00. On a winter's day the period of sunlight would be shorter and on a summer's day the period of sunlight would be longer. Therefore, this does not cause complete overshadowing.	



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
				The massing of the surrounding buildings has been carefully considered and resulted in set-backs where appropriate.	
		2. Object to the overwhelming height of the hotel building.	1	The location and scale of the hotel and arena will ensure that the area will act as a gateway, further emphasised by the proposed quality of the buildings and their surrounding public realm. The height and location of the hotel have been carefully considered in terms of its effect on its neighbours and in terms of townscape views.	
2.3	Heritage	<p>1. Low scale of St David's church requires special consideration to allow adequate open space around it to breathe.</p> <p>2. Proposed curved building screens off the historic fabric [of St David's] and both adjacent buildings are over dominant.</p>	1	The massing of the proposed surrounding buildings has been carefully considered.	
		3. Listed church boundary wall forms part of historic curtilage of St David's and should not be demolished.	1	The existing modern buildings are very intrusive on the setting of the church and so there is no original setting left to preserve. Notwithstanding this, the massing of the proposed surrounding buildings has been carefully considered in terms of heritage, townscape and environmental effects.	
2.4	Churches	<p>1. Visibility of St David's Church should be preserved.</p> <p>2. Church hall should be sympathetic in design [to existing church].</p>	1	Much of it has already been rebuilt.	See p.20 of Heritage Assessment.
			1	The scheme has responded sensitively to St David's Church by creating an attractive public realm which follow good urban design principles. The active fronts and staggered building heights to work proportionately with the space.	
			2	The architectural requirements will be based on discussions with the church and what is appropriate for the building's setting at the detailed design stage.	



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
		<p>3. Setting of St David's should not be overwhelmed by the new buildings.</p> <p>4. Daylight impact on St David's church and area is of concern.</p>	<p>1</p> <p>1</p>	<p>The massing of the surrounding buildings has been carefully considered in terms of heritage and townscape.</p> <p>The potential impacts are limited to the east elevation of the church; the affected rooms include entrance vestibules. It should be noted that this occurs under the maximum parameters and the masterplan allows the west boundary of DZ2d to be pulled back by up to 15 m, which would likely fully mitigate significant impacts.</p> <p>Daylight availability to the west corner of the church is improved due to the increased distance from the adjacent building.</p>	<p>See Chapter 6 of the Daylight and Sunlight Assessment.</p>
2.5	Architecture	1. Will the design avoid repeating the dark materials and overshadowing of the old St David's development?	1	<p>The masterplan proposes to prescribe six main materials. The materials may be used as whole surfaces, details or decoration as best seen appropriate to the function, scale and surroundings of the building. The buildings should not repeat the same material as the neighbouring building facing it directly. The proposed materials are as follows:</p> <ol style="list-style-type: none"> 1. Copper and copper alloy (not patinated) can range from light to darker colour, can be shiny or matt. 2. Terracotta/ porcelain can be any colour and can be shiny or matt. 3. Stained glass can be any colour. 4. Iron oxide-pigmented Concrete, which is reddish in tone. 5. Corten steel, a natural mid-brown material. 6. Brick, warm red or orange tone in colour. 	<p>See Section 4.5 of the Design and Access Statement and the Design Principles Document.</p>



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
				<p>The exceptions to the above are DZ3, where anodised metal is allowed and DZ4b, outlined below. Anodised metal can be many colours, ranging from light to dark, warm to cold in tone.</p> <p>DZ4b: As an anchor which extends its presence into the evening, the arena facade will play a role in the night-time identity of the development. A number of materials have been proposed, all of which contribute to the animation of the façades and reduce the visible impact of the form and mass both in the daytime and night:</p> <ol style="list-style-type: none"> 1. Copper alloy cladding coated to prevent oxidation, which can be lighter goldish or darker, shiny or matt 2. Anthracite or black cladding with LED lighting to glow in colour in openings. 3. Timber structure and ETFE translucent skin throughout the entire envelope, with LED lighting to glow in colour. <p>If part of a digital scheme, the arena could have digital screens, provided they are positively integrated. Each material option could have LED lighting to glow in colour through the facade openings.</p>	
		<p>2. It is paramount that the architectural quality is very high.</p>	1	<p>Agreed. The outline planning application incorporates a number of key parameters and principles to inform the detailed design to ensure that it is delivered to a high quality. These are set out in the Design Principles Document.</p>	
		<p>3. Would like to know more about the</p>	2	<p>The outline planning application will specify a broad</p>	



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
		proposed materials.		palette of high quality materials, which will be used to inform the future reserved matters (detailed) planning application(s).	
		4. Not convinced that there is a theme or character thought out for the area (e.g. to reflect the talk of bring the city to the sea).	1	The design concept of creating an historical / geographical interaction walk that references the change in scenery of the natural landscape of the countryside, through to the city centre and the seafront has been embedded in the design principles of both hard landscape and soft landscape e.g. by applying a planting palette that changes gradually from terrestrial to maritime species along the new North-South link. The intention is not be limited to public realm but to extend the (way-finding) concept to structure / building / art. The details would be considered carefully and developed during the reserved matters application.	See Public Realm Strategy Document.
2.6	Residential Amenity – Privacy	Complete loss of privacy for residents in Victoria Quay.	1	It is now proposed that the current pathway by the wall will be moved inwards, away from the wall, thus ensuring that the public can't get very close to the wall and look over it. Small areas of the wall will be accessible in order to enjoy the quality of this heritage asset, but they will be chosen strategically and will be kept at a minimum to discourage many people gathering. CCTV cameras and adequate lighting will discourage anti-social behaviour.	See the Design Principles Document and Design and Access Statement.
2.7	Residential Amenity – Daylight / Sunlight	The impact of loss of daylight affecting residents of Victoria Quay.	1	Mitigation of the potential impacts identified has been investigated in more detail and is covered by an updated Daylight and Sunlight Assessment. In summary, possible solutions to fully mitigating significant impacts have been identified.	See Chapter 6 of the Daylight and Sunlight Assessment.



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
2.8	Residential Amenity -- Noise	1. Increased noise for residents in Victoria Quay.	2	<p>The wall will be retained. See also 2.6.</p> <p>The proposed Music Noise Levels (MNL) for the arena have been set to reduce the likelihood of significant adverse impact on the residents of Victoria Quay. No significant effect is likely to be observed provided the development complies with proposed limits. With appropriate design consideration it is considered that the proposed limits are achievable.</p> <p>The servicing area for the arena will be enclosed which is likely to contain any noise associated with its use. As a result of this, and the existing wall between the arena and dwellings to the south, the servicing of the arena is unlikely to lead to any significant noise issues.</p> <p>Plant noise emission targets have been set at the dwellings along Victoria Quay. These levels have been set to reduce the possibility of a significant adverse effect associated with noise from fixed plant units.</p> <p>As per the noise report, the noise impact associated with the increase in road traffic flows on the local road network is likely to be negligible for the dwellings at Victoria Quay.</p>	
		2. Objection to methodology used for noise assessment and scoping out of vibration assessment.	1	<p>The measurement position ST2 was selected to be representative of noise sensitive receptors on Victoria Quay. As this position is partially screened from the dominant noise sources, the measured levels (and therefore the noise emission limits) are considered worst case.</p>	



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
2.9	Bridge Link	Vital to have the bridge – so much better than [at grade] crossing.	4	Assessment criteria were agreed with the Environmental Health Department at the Council. Plant noise emission criteria associated with the proposed development have been set to reduce the likelihood of potential significant adverse noise effects at the nearest noise sensitive receptors. It is highly unlikely that potential fixed plant units associated with the arena and hotel will produce a significant vibration impact to affect residential dwellings along Victoria Quay. Support is noted and welcomed	
2.10	Weather Protection	1. Swansea is wet and windy, weather protection is important. 2. Weather protection on bridge is particularly important. 3. Tall building south of Oystermouth Road and others may need added protection against sand-blast effect.	1	A cover strategy has been developed to an outline proposal which includes different strategies for different locations and uses, ranging from architecturally integrated canopies on Retail facades, potentially fully covered cafe / restaurant street and the covered bridge. See 2.10.1.	See Section 4.2 of the Design and Access Statement.
3.0	PUBLIC REALM				
3.1	Street Furniture	1. Thought needs to be given to the street furniture – avoid the use of cold, wet and unused marble seating as on Princess Way.	1	The prevailing winds are primarily from the west followed by the north east. This will reduce the potential for sand-blasting. Street furniture would be selected for its material quality, strength and aesthetic value, combined with durability and robustness. A minimalist approach would be taken, with careful coordination of design,	See Section 2.4 of Wind Microclimate Desk Study. See p.34 of Public Realm Strategy Document.



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
				<p>colour and location.</p> <p>The majority of street furniture used within the development is expected to utilise either stainless steel / galvanised steel / oxidized steel elements, but these finishes may be enhanced with FSC timber, powder coated and concrete aspects where appropriate, for example FSC timber surface is considered to be more suitable as seating surface compared to cold stone/concrete/metal. These details will be carefully considered during the reserved matters application.</p> <p>The design of the seating will meet all aspects of BS8300 and will have a suitable seat height and be provided with arms and back rests as needed. The seats will be located at 50m intervals</p>	
		2. Position furniture to enable informal meeting and interaction [see also Accessibility below]	1	<p>Positioning of street furniture would respond to the characters of each of the identified public realm areas, and be done thoughtfully to create the sense of place and to enable interaction, without compromising the pedestrian flow in general.</p> <p>All street furniture will be positioned outside pedestrian desire lines to ensure pedestrian flows are not interrupted and that people with visual impairments will not find them a barrier.</p>	
3.2	Public Art	Swansea has a strong artistic community and public art should reflect this.	1	This is noted, and opportunities for public art will be explored at the reserved matters (detailed) application(s) stage.	
3.3	Routes and	Increased footfall on the walkway along the	1	The retail areas along the marina would benefit from	



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
	Connections	retment wall adversely affecting residents of Victoria Quay.		increased footfall. See 2.6.above	
3.4	Anti-Social Behaviour	The potential increase in anti-social behaviour likely to affect residents in Victoria Quay.	1	We are proposing to move the current pathway by the wall inwards, away from the wall thus ensuring that the public can't get very close to the wall and look over it. Small areas of the wall will be accessible in order to enjoy the quality of this heritage asset, but they will be chosen strategically and will be kept at a minimum to discourage many people gathering. CCTV cameras and adequate lighting will discourage anti-social behaviour.	
4.0	TRANSPORT				
4.1	Car Parking	1. There are too many car parks already. 2. Concerned about [perceived] loss of parking.	1	The proposals reduce the number of city car parks by condensing the St Mary's and St David's car parks into one new modern multi storey car park. The proposed car parking provision has been reviewed carefully in response to current and predicted demand. The proposals effectively maintain the current level of parking provision within the city centre.	See Sections 2 and 4 of the Transport Assessment. See Sections 2 and 4 of the Transport Assessment.
4.2	Buses	1. Evening and night buses are inadequate. 2. Could we have tram or trolley bus services.	1	The proposals will generate bus passenger growth and greater demand for evening and night buses. The level of service provision will need to be reviewed with the bus operators and the Council's highways team. Improved bus facilities are to be provided as part of the development proposals.	See Sections 3 and 4 of the Transport Assessment.
4.3	Accessibility	1. Surfaces of pedestrian areas should suit the	1	This has not been considered as part of the development proposals. The paving will be non-slip when wet and dry. The	



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
		needs of wheeled aids, strollers and mobility scooters.		paving will have 'tight' and level joints to avoid trip hazards. All gullies and gratings will have slots less than 13mm to prevent trip hazards.	
		2. Rest areas needed.	1	See 3.1.1 - these will be positioned at 50m intervals.	
		3. Seating to have back rests.	1	Backs and armrests would be incorporated in seating where appropriate.	
4.4	Traffic	Concerns about impact on traffic management and parking in and around the marina area .	1	The marina area is currently protected by parking restrictions.	
5.0	ENERGY / SUSTAINABILITY				
5.1	Sustainability Measures	1. What plans are there for energy generation?	2	The Planning Energy Assessment describes the buildings as being design to allow the future connection of a City District Heating Network. As an alternative, and should the City District System not be available, local Combined Heat and Power (CHP) would be considered for the most suitable building types e.g. residential and the hotel. The application of photovoltaic panels is also to be considered as the design develops for buildings with accessible, un-shaded roof space.	
		2. Show more evidence of eco-construction principles, use of environmentally friendly materials, etc.	2	The Sustainability Statement refers to the intention to minimise material wastage, use recycled materials and for the selection of materials to be guided by the development of a sustainable procurement plan to ensure environmental consideration in their selection. The use of local materials will also be targeted where feasible. The BREEAM strategy proposed for the non-residential development proposed includes several measures to prioritise the use of environmentally friendly and	See the Sustainability Statement and BREEAM Pre-Assessment.



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
5.2	Ecology	<p>1. What intention is there for trees and other planting to contribute to management of global warming?</p> <p>2. What plans are there to protect the River Tawe as a clean and healthy 'corridor'?</p>	2	<p>responsibly sourced materials. Two credits have been targeted for the 'BREEAM MAT 1' credit, which encourages the use of construction materials with a low environmental impact over the full life cycle materials. One credit has been targeted for the 'BREEAM MAT 2' credit for the specification of materials for boundary protection and external hard surfaces that have a low environmental impact. Two credits have been targeted for the 'BREEAM MAT 3' credit, which requires the adherence to a clear sustainable procurement framework to guide material procurement in a socially, economically and environmentally responsible manner.</p> <p>The public realm strategy aims to create and strengthen the green infrastructure within the development site by providing a hierarchy of green spaces, each with various vegetation types.</p> <p>An increase in vegetation diversity offers climate change adaptation benefits which include improving air quality; reducing pollution; cooling urban heat islands; increased biodiversity; wildlife habitats; rainfall interception etc., hence contributes to amelioration of global warming.</p>	See Public Realm Strategy Document.
			1	<p>Given the distance between the site and the River Tawe, and the already highly urbanised nature of the intervening habitats, no specific ecological recommendations have been made. It is anticipated that a Construction Environmental Management Plan (CEMP) will be put in place for the site prior to construction works commencing. These will ensure</p>	See the Preliminary Ecological Appraisal.



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
				mitigation measures such as pollution control etc. are put in place to protect surrounding habitats.	
		3. Prefer to have greenery on the bridge, not a tunnel-like [weather protection structure].	1	<p>The bridge has not been designed yet and only the following principles are proposed:</p> <ul style="list-style-type: none"> The proposed bridge connecting the northern and southern parts of the site will ease pedestrian flow along the new route and help the already-congested Oystermouth Road. The bridge is to have appropriate cover and act as part of the Green Artery of DZ5. This connection is considered to be the continuation of the public realm of the new north-south link, with potential greening opportunities to both sides of the bridge as part of the design and of the roof. 	See Section DZ4 of the Design Principles Document.
		4. Suggest use of living/green walls.	2	The BREEAM strategy has accounted for the enhancement of ecology. The specific details of these enhancements will be taken from the green infrastructure strategy.	
		5. Suggest roof gardens & green roofs.	1	<p>There will be provision of green roofs to the development site, which includes 'Arena Parkland', an intensive green roof (roof garden), by the arena to the south side of the site, and other extensive green roofs. The location of such will be subject to the design of buildings during reserved matters application.</p> <p>The green roofs will be taken into account for the ecological enhancement calculations of the BREEAM assessment. Species diversities of these features will determine the level of enhancement achieved.</p>	See the Public Realm Strategy Document.
		6. Will the greenery be maintained given that	1	There will be an overall Management Strategy for the	See p.39 of the



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
		we can no longer maintain our parks.		Development to ensure the successful establishment and maintenance of the soft landscape proposals. Once established, the proposals would be managed under an Estate Wide Landscape Management Plan to ensure continuity and monitoring of the soft landscape.	Public Realm Strategy Document.
6.0	OTHER / MISCELLANEOUS				
6.1	Encouragement of Play	<p>1. There should be more encouragement, permission, and design for play.</p> <p>2. There is some reference to a play strategy, but what is this and who is leading it?</p> <p>3. Concerned about the rooftop car park. More and clearer thought needs to be put into this, otherwise it could become a scrubby, scruffy place with no clear purpose. Too much use of grasscrete could make it an uncomfortable space.</p>	<p>1</p> <p>1</p> <p>1</p>	<p>A draft play strategy for the site has been developed. The play strategy will ensure that there is a range of accessible play options across the Site for different ages and abilities. It is expected that this strategy will be developed as proposals for the site progress.</p> <p>It is expected that this strategy will be developed as proposals for the site progress.</p> <p>The design concept of the 'Arena Parkland' is to create a multipurpose green open space, which has a green informal parkland character when it is not in use as an overflow car park linked to the use of the proposed arena.</p> <p>The detailed layout would be developed carefully in line with the parameters identified such as safety, circulation, etc., during the reserved matters application.</p> <p>The grass reinforcement geogrid grass has been suggested in hard landscape strategy which is suitable for reinforcing grass prone to worn, rutted and muddy areas caused by pedestrian and vehicular traffic, and hence different from the conventional grasscrete</p>	<p>See the Public Realm Strategy Document.</p> <p>See the Public Realm Strategy Document.</p> <p>See the Public Realm Strategy Document.</p>



Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
6.2	Construction Management	Concerned about noise and disruption caused by volume of heavy plant and machinery plus increased traffic. How will the construction site be managed?	1	<p>system, which is a cellular reinforced concrete system with limited areas/voids for grass growth.</p> <p>A Construction Management Plan will be agreed with the Council prior to the commencement of development. This will control times of vehicle movements/activity and vehicle routing.</p>	
6.3	Property Values and CPO	1. What will be the impact of these proposals on our property [in Paxton Drive]?	1	<p>No adverse effects are identified on Paxton Drive related to air quality, noise, wind environment, daylight/sunlight.</p> <p>There will be no traffic impact on Paxton Drive. On street parking is currently controlled and restricted by yellow line parking restrictions.</p>	See associated technical assessments submitted with the planning application.
6.4	Signage & Way-finding	2. Are there plans to compulsory purchase our property [in Paxton Drive]?	1	There are no current plans to CPO properties on Paxton Drive as part of the planning application proposals.	
6.5	Flood	Clear, legible signage/way finding is essential.	1	It is expected that a detailed strategy for signage and way-finding would be developed as part of the future reserved matters (detailed) planning application(s).	
6.6	General Requests	What flood protection plans are there? Could Tesco be relocated?	1	The management of all sources of flood risk over the development lifetime is referred to in the Flood Consequences Assessment.	See Flood Consequences Assessment.
6.7	General Comments	1. Don't understand what we're supposed to comment on as everything is just 'illustrative' – architecture shown looks 'pick & mix'.	1	<p>The Tesco site sits outside of the Council's ownership and its relocation does not form part of this outline planning application.</p> <p>The outline planning application is intended to set a number of parameters and design principles that will inform the future reserved matters (detailed) application(s). There will be further opportunities to comment at these next stages.</p>	

Ref.	Key Issue	Summary of Comments	Raised by (No.)	Response	Reference within Application Submission (where relevant)
		2. Concern about the competition with and relationship with Wind Street businesses.	1	A different type of restaurant offer is intended for the scheme from those currently operating in Wind Street.	



7.3 LOCAL STAKEHOLDERS' FEEDBACK AND THE APPLICANT'S RESPONSES

- 7.3.1 The table on the following pages provides all of the representations made by the local stakeholders during both stages of the consultation process. The applicant's responses to all the points raised are provided alongside, and references to where information is provided within the planning application are given where relevant.

Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
1.0	Richard Proctor, Chief Executive, Bay Leisure Ltd (14.02.17)		
1.1	Important for there to be direct and convenient access routes from the car park to and from the LC. To be covered if possible.	Direct and convenient access will be provided along Victoria Quay via the existing walkway on the northern side of the marina. We will continue to review to see if there are other routes that can be provided when we look at more detailed design.	See the section on DZ4 in the Design and Access Statement.
1.2	We are very concerned about the impact the proposed hotel will have on the waterpark at the LC. The waterpark side wall (facing the proposed development) is fully glazed and therefore any proposed building in front of these windows will have a negative impact and raises concerns: <ul style="list-style-type: none"> The hotel building will block the site lines from the waterpark as well as the light (concerns regarding making the building darker and colder). Overlooking of customers using the LC. 	The daylight and sunlight assessment has been based on the maximum parameters so provides a worst-case assessment for the purposes of the outline planning application. Further daylight and sunlight assessment studies will be carried out at reserved matters stage to ensure the best location for the hotel, taking into account the LC's concerns. There won't be any rooms below 5 meters above the podium level, ensuring that overlooking is minimised. Soft landscaping between the LC and the hotel will ensure that the customers do not feel unduly overlooked.	See the section on DZ4 in the Design and Access Statement.
2.0	S. Simmons on behalf of Squire Court Management Company (Victoria Quay) (15.02.17)		
2.1	We are STRONGLY FOR this development and see it as the beginning of a new era for Swansea, but concerned about impact on Squire Court and all other properties in Victoria Quay.	Support is noted and welcomed.	
2.2	Positioning of hotel (re. privacy) and relocation of car parking (re. accessibility for disabled people and families with small children).	The daylight and sunlight assessment has been based on the maximum parameters so provides a worst-case assessment for the purposes of the outline planning application. Further daylight and sunlight assessment studies will be carried out at reserved matters stage to ensure the best location for the hotel, taking into account the LC's concerns. There won't be any rooms below 5 meters above the podium level, ensuring that overlooking is minimised. Soft landscaping between the LC and the hotel will ensure that the customers do not feel unduly overlooked.	See the section on DZ4 in the Design and Access Statement and the Design Principles document.



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
2.3	Requirement for temporary car parking for the LC whilst construction is taking place.	Direct and convenient access will be provided along Victoria Quay via the existing walkway on the northern side of the marina. Temporary parking will be provided during construction. The level of parking and location still needs to be determined and will depend on the final scheme layout and construction phasing. The St David's car park will also remain in place until the DZ3 car park is provided to provide the necessary parking spaces during construction. Wayfinding measures and signage from St David's car park will be enhanced.	See p.40 of the Transport Assessment.
2.4	Earth bank behind the revetment wall of the Old Dock to remain due to stability issues.	The structural integrity of the wall will be considered in the temporary conditions (i.e. during construction) and permanent conditions by the structural engineering team.	See the section on DZ4 in the Design and Access Statement.
2.5	Privacy and anti-social behaviour due to proximity of people using proposed raised walkway .	We are proposing to move the current pathway by the wall inwards, away from the wall thus ensuring that the public can't get very close to the wall and look over it. Small areas of the wall will be accessible in order to enjoy the quality of this heritage asset, but they will be chosen strategically and will be kept to a minimum to discourage many people gathering. In addition, we have agreed to plant evergreen hedging to help protect the residents of Victoria Quay from overlooking.	See the section on DZ4 in the Design and Access Statement and the Design Principles document.
2.6	Servicing hours and car parking operation . We will want to see a restriction order put on these parking areas between at the very least 12.00 midnight and 7.00am so that residents are not disturbed during these hours. Noise impacts .	Servicing for the arena will be under the proposed podium. This, combined with the presence of the GWR revetment wall, will ensure that vehicle activity and associated noise is contained. The existing LC car park operates between 7am to 11pm. The proposed car park will need to be 24-hour operation to support the hotel and arena development. However, during	See p.20 of the Transport Assessment.



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
		night-time hours parking and servicing activity will be limited.	
2.7	Management and maintenance of proposed soft landscaping.	There would be an overall Management Strategy for the development to ensure the successful establishment and maintenance of the soft landscape proposals. Once established, the proposals would be managed under an estate-wide Landscape Management Plan to ensure continuity and monitoring of the soft landscape.	See p.39 of the Public Realm Strategy Document.
2.8	Noise and disturbance from the development to residents of Squire Court / Victoria Quay.	<p>The proposed music noise levels for the arena have been set to reduce the likelihood of significant adverse impact on the residents of Victoria Quay. No significant effect is likely to be observed provided the development complies with proposed limits, which it will be required to do. With appropriate design consideration, it is considered that the proposed limits are achievable.</p> <p>The servicing area for the arena will be enclosed, which is likely to contain any noise associated with its use. As a result of this, and the existing wall between the arena and dwellings to the south, the servicing of the arena is unlikely to lead to any significant noise issues.</p> <p>Plant noise emission targets have regard to the dwellings along Victoria Quay. These levels have been set to reduce the possibility of a significant adverse effect associated with noise from fixed plant units.</p> <p>As per the noise report, the noise impact associated with the increase in road traffic flows on the local road network is likely to be negligible for the dwellings at Victoria Quay.</p>	See Chapters 7 and 8 of the Noise and Vibration Assessment.
3.0	Deb Checkland, Excelsior Residents Service Ltd (28.02.17)		
3.0	There are concerns about the noise and dust impact of the development. How do you anticipate maintaining this quality	The risk of dust impacts affecting amenity during the construction phase will be controlled by measures within the	See Section 6.1 of the Air Quality Assessment.



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
	of life, both in the development/building stages, and the final result?	Construction Environmental Management Plan (CEMP) for the development.	
3.2	How will the bridge be different from the existing bridge, which is very underused, as pedestrians prefer to find their own way across the dangerous dual carriage way at ground level?	The proposed bridge will be a natural continuation of the street leading to it, thus it will feel like the best option for crossing the street. From Oystermouth Road level, ramps, stairs and lifts will lead up to the bridge, ensuring it is an accessible way to cross the road for all. The bridge is proposed to be covered and thus will make a more inviting crossing alternative in all conditions than level crossing.	
3.3	We are pleased to see that the buildings will take account of the historic fragments, which remain out of the glories of Victorian Swansea, and note that these will be recognised in the scale and heights of the new developments, and would support this approach. Please keep us informed on these issues, as clearly this is very early notice, and no details are provided.	Support is noted. The applicant can confirm a commitment to consulting interested parties as the design progresses.	
3.4	Please take the opportunity to bring back some of the ancient street names, and recognition of Swansea's Historic characters.	Noted. This will be reviewed at the appropriate time in the project.	
4.0	Canon Michael Flook, Roman Catholic Dean of Swansea and Parish Priest of St. David's		
4.1	Attempted transfer of lease of the flats adjacent to St David's Church by Gwalia Housing Association.	Noted that this is being dealt with by the diocese's solicitor.	
4.2	Requirement of replacement church hall which is suitable for our needs and the needs of the city. The design of the hall is important to serve the needs of its users. This should be as close to the church as possible, preferably joined onto it. The provision of a hall on the first floor of an adjacent building is out of the question.	The church hall is proposed in the building approximately the same location as it is now. The size and layout of the hall will be based on the requirements by the church and a temporary hall will be provided near the church during demolition and construction periods.	See Section DZZ in the Design and Access Statement.
4.3	I sincerely hope that as a result of your developments the city's appearance will be greatly enhanced, and that the changes which we will have to undergo, here at St. David's, will be part of that enhancement.	The design and appearance of the proposed development will be considered carefully during the reserved matters stage.	



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
5.0	First Cymru (03.03.17)		
5.1	As a local bus operator, we obviously welcome any developments likely to result in passenger growth into our business and this plan has attractors likely to do this.	Support is noted and welcomed.	
5.2	Logistically, we need to understand where our night time services will operate from when Wellington Street is closed off to through traffic.	Night time bus services will still be able to continue to operate from Wellington Street, which will be converted to two-way operation. A turning area will be provided at the end of Wellington Street to allow buses to turn and exit onto West Way. Alternatively, the proposed bus stops on Oystermouth Road could be used for night-time services.	See p.11 of the Transport Assessment.
5.3	We also need to ensure that the new bus stops on Oystermouth Road are positioned in such a way not to affect buses needing to be in the correct lanes for any turning manoeuvres off Oystermouth Road.	The proposed eastbound bus stop will be located in the existing bus lane, alongside the Tesco store. Buses will be able to access the required lanes from this location as they currently do. The proposed westbound bus stop will be provided in the form of a lay-by alongside the LC building. The lay-by will be positioned well in advance of the West Way junction allowing adequate time for the bus to access the appropriate turning lane.	See p.11 of the Transport Assessment.
6.0	South Wales Police (13.03.17)		
6.1	Street lighting should meet the British Standard 5489 and enhance and compliment CCTV.	Noted for the future stages of landscape and building design.	
6.2	The whole of the development must be protected by monitored CCTV . Ideally there will be clear lines of sight between the CCTV cameras. Existing CCTV cameras will have to be relocated. We would ask that we be consulted when it comes to resiting these cameras.	Noted for the future stages of landscape and building design. Details of façade-integrated CCTVs to be developed at detailed design stage.	
6.3	Poor landscape design proposals can compromise the safety and security of people and properties: <ul style="list-style-type: none"> Overgrown shrubs and other thick barriers that are in close proximity to public areas must be avoided. 	Noted for the future stages of hard and soft landscape design.	



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
	<ul style="list-style-type: none"> • Clear sightlines must be maintained over long distances. Windows and doors must not be obscured by landscaping features and trees in public areas must not have any foliage below 2 metres from the ground. • Trees and other landscaping features must not be positioned where they could create hiding/entrapment spaces, obscure signage, lighting or CCTV, or provide a potential climbing aid into properties. • Planting schemes should take into account growth rates, heights and spread. The positioning of thorny or spiny shrub species in front of vulnerable boundaries or buildings can help deter graffiti and potential intruders. • Landscaping should be utilised as a form of hostile vehicle mitigation. 		
6.4	<p>Well-designed street furniture and public art in streets and public spaces is vital in helping to create a safer, attractive and more urban environment that reinforces civic pride.</p> <ul style="list-style-type: none"> • Such street art and furniture should also be considered in protecting crowded places as an alternative to barriers, from unlawful entry by vehicles whose drivers are intent on causing serious injury or worse to pedestrians. • Street furniture and public art should respond to the local context of landscape and buildings. Simple bold designs using good quality materials are more attractive and longer lasting. Innovative and contemporary designs should be encouraged where appropriate. • Attractive and innovative public art helps to create a more distinctive urban environment that reinforces civic pride. • Street furniture, such as bus shelters, public seating, phone boxes and signage must not obscure views of users, obstruct pedestrian movement or be positioned to 	Noted for the future stages of hard and soft landscape design.	



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
6.5	<p>encourage anti-social behaviour.</p> <ul style="list-style-type: none"> • The number of signs and barriers must be minimised. • Seating should be of a design that prevents people from lying down. • Where possible design should deter skate boarding. <p>Where landscape proposals are close to buildings, public routes and access points to public spaces, a strong maintenance regime is required.</p> <p>Pathways through open spaces must maintain clear sightlines and views without creating potential hiding/entrapment spaces, for example, through poor positioning or type of shrubs.</p> <p>Landscape schemes are more successful when there is a suitable budget allocated to the proposal and there is an agreed local maintenance programmes.</p> <p>A neglected environment can act as a catalyst for vandalism and anti-social behaviour.</p>	<p>There would be an overall management strategy for the development to ensure the successful establishment and maintenance of the soft landscape proposals. Once established, the proposals would be managed under an estate-wide Landscape Management Plan to ensure continuity and monitoring of the soft landscape.</p>	<p>See p.39 of the Public Realm Strategy Document.</p>
6.6	<p>Natural features and their ecology are important to support and sustain wildlife. Natural vegetation also absorbs pollutants that keep the air we breathe cleaner.</p> <p>Mature natural features give a sense of distinction and continuity with their surroundings. Existing trees and vegetation provide an immediate impact to a new development and are effective in defining spaces. The appropriate use of native and ornamental species of vegetation can also positively enhance the environment of a development.</p> <p>In all situations, development proposals should seek to retain</p>	<p>Noted for the future stages of soft landscape design.</p>	



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
6.7	<p>and incorporate existing trees, hedges and appropriate vegetation.</p> <p>External barriers or a strengthened perimeter to prevent a penetrative (ramming) or close proximity (parked or encroachment attack) must be installed to provide appropriate hostile vehicle mitigation to IWA 14 (PAS 68/69) standards to control access to pedestrian areas/crowded places.</p> <p>Vehicle access into crowded pedestrian areas must be controlled and loading areas need ideally to be located away from pedestrian areas at the rear of properties.</p>	<p>Noted for the future stages of landscape and building design. Attention will be given to the design standard of these barriers so that they feel like part of the overall design strategy.</p>	
6.8	<p>Measures should be put in place that reduce the speed of vehicles approaching the site or its defences e.g. bends or chicanes.</p> <p>Reduced speed can be used to design an appropriately matched barrier system to resist the hostile vehicle impact, thereby potentially reducing costs and infrastructural / engineering impacts as well as potentially allowing for more visually acceptable barrier solutions to be deployed.</p>	<p>Noted for the future stages of landscape and building design</p>	
6.9	<p>There should be separate access control to service areas of the arena. There should also be an ability to reject vehicles in areas where deliveries are to be made without compromising the security or disruption of traffic flow.</p>	<p>Agreed. Details will be picked up at the detailed design stag and once the arena operator is known and their requirements identified.</p>	
6.10	<p>Vehicle access for church users needs to be controlled.</p>	<p>Agreed. Details will be picked up at the detailed design stage.</p>	
6.11	<p>There must be clear pedestrian accessibility to allow ingress and egress from crowded places.</p>	<p>Agreed. Details will be picked up at the detailed design stage.</p>	
6.12	<p>Bins are discouraged within crowded areas e.g. café quarters, shopping centres etc. Bin stores must be secure areas and preferably located away from the main buildings to prevent arson attack.</p>	<p>Noted for the future stages of hard landscape design.</p>	



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
6.13	<p>Access to the rear service yards of the retail units, commercial units, arena etc. must be controlled and these areas must be protected by gates and fencing. The fencing and gates must be at least 2.4 metres high, robust and should preferably meet Secured by Design standards and specifications.</p>	<p>Noted for the future stages of landscape and building design.</p>	
6.14	<p>Anti-terrorism measures for proposed buildings:</p> <ul style="list-style-type: none"> • Buildings should be orientated so that they overlook public space and neighbouring buildings to support informal oversight by those who use and visit the locations. There should be sufficient space provided at vehicle entrances to allow proportionate screening of vehicles (and their occupants / loads) as and when the threat dictates. • Building materials should be used which reduce the risk of fragmentation including blast resistant glazing and structural design which reduces the risk of building collapse. • Deep recesses or alcoves should be designed out and there should be clear lines of sight around a building. • The roofs of buildings must be solidly constructed and protected. Access to the roof areas must be made difficult. • Buildings must be protected against ram raiding. Every vulnerable door and window should be protected by, for example, bollards, raised kerbs, flower containers etc. This will not be necessary if there is controlled vehicle access and mitigation into these areas. • Roof lights, where necessary, must be of a polycarbonate construction and secured by non-return screws. Roof glazing and service openings, where present should be protected. 	<p>Noted for the future stages of building design including entrance orientation, glazing specifications and protection of primary structure.</p> <p>Recessed doors will not be allowed where possible.</p> <p>Mitigation against hostile vehicles should be through integrated landscaping where possible and not bollards.</p>	
6.15	<p>Pipe work should be recessed into the fabric of the buildings.</p>	<p>Noted for the future stages of building design.</p>	



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
6.16	<p>Access from public areas into private areas in for example offices, the commercial units, theatres, restaurants etc., must be controlled e.g. by proximity readers. Rooms where valuable property or information is stored should be protected by Secured by Design doors and must be kept locked when unoccupied.</p>	<p>Noted for the future stages of building design.</p> <p>Security doors will be installed as per landlord / tenant / operator / brand requirements and to meet all standards and regulations.</p>	
6.17	<p>Door security:</p> <ul style="list-style-type: none"> • Doors and locks should be installed which are better able to withstand entry from armed intruders and robust ground floor facade materials provided which together will help to provide cover for people caught up in a firearms attack. • All external doors fitted to buildings should, where applicable, meet the minimum standards specified by Secured by Design i.e. LPS 1175 SR2, PAS 24 2016 or equivalent. If this not possible the doors and windows should be manufactured and installed to Secured by Design standards and specifications. • Fire doors must have no external furniture fitted and be alarmed. • All vertical lift doors must be locked in place, internally and externally, when the units are unoccupied. • Anti-ram raiding measures must be in place to protect external doors/windows. • In respect of operating mechanisms external fittings must be avoided. Internal mechanisms must be secure and sited away from the door openings. • All glass in door panels or panels adjacent to doors should be laminated (7.4mm) with appropriate fixings. • Consideration should be given to shuttering external doors not protected by monitored CCTV the shuttering again meeting Secured by Design Standards i.e. LPS 1175 SR2. Internal shutters are an option. 	<p>Noted for the future stages of building design.</p> <p>Security doors will be installed as per landlord / tenant / operator / brand requirements and to meet all standards and regulations.</p>	



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
6.18	<p>Window security:</p> <ul style="list-style-type: none"> All vulnerable windows e.g. ground floor windows should meet the Secured by Design Standards i.e. LPS 1175 SR2, PAS 24 2016 or equivalent. Laminated glass (at least 6.8 mm thick) should be installed in areas which are main congregating points and are "crowded places", i.e. areas with high density e.g. café quarters, main shopping areas, arena etc. Consideration should be given to shuttering ground floor windows that are not protected by monitored CCTV, the shuttering again meeting Secured by Design Standards i.e. LPS 1175 SR2 or equivalent. Internal shutters are again an option. 	<p>Noted for the future stages of building design.</p> <p>Windows will be design and installed as per landlord / tenant / operator / brand requirements and to meet all standards and regulations.</p>	
6.19	<p>Individual commercial buildings and offices should have monitored alarm systems fitted. Any alarm wires should be protected. All rooms where valuable property/ information is stored should be protected by the alarm system.</p> <p>Personal attack alarms linked to the alarm system should be installed in areas where staff are likely to be vulnerable e.g. reception areas, cash offices, accounts offices etc.</p>	<p>Noted for the future stages of building design.</p> <p>Alarm systems will be installed as per landlord / tenant / operator / brand requirements and to meet all standards and regulations.</p>	
6.20	<p>Cash handling areas must enjoy good natural surveillance, be installed within a solid brick surround and ideally have an outward opening air lock door system.</p>	<p>Noted for the future stages of building design.</p>	
6.21	<p>Car park design (entry and exit routes):</p> <ul style="list-style-type: none"> Car parks should be located on the peripheral of development. This keeps the possibility of a vehicle borne device to legitimately park close to a crowded area The number of entry and exit routes into a parking facility must be minimised- for pedestrians and for vehicles. 	<p>Car parks are proposed near Oystermouth Road for easy access.</p> <p>Noted for the future stages of building design regarding entrance / exit points.</p>	
6.22	<p>Car park design (CCTV):</p>	<p>Noted for the future stages of building design.</p>	



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
	<ul style="list-style-type: none"> • Vehicle parking areas should benefit from monitored CCTV coverage. • The CCTV must protect the main entrances into a car park, all parking bays, the pay and display machines and in a multi storey car park (MSCP) protect all levels and the stairwells. • The cameras must be protected in vandal proof housing. • Images produced must be admissible in a court of law and the Data Protection Act must be complied with. • Signs indicating CCTV is in operation must be prominently displayed throughout parking facilities. 		
6.23	<p>Car park design (lighting):</p> <ul style="list-style-type: none"> • Lighting installed should meet the British Standard 5489, be controlled by photo electric cells and compliment and enhance CCTV. • The lighting must be protected against vandalism. 	Noted for the future stages of building design.	
6.24	<p>Car park design (ground floor security):</p> <ul style="list-style-type: none"> • MSCP's must be designed so that it is impossible to enter other than via the designated access points. • In the MSCP the ventilation panels and other openings which are easily accessible must be designed or protected by, for example, grilles or bars, not to afford entrance to would be criminals. 	Noted for the future stages of building design.	
6.25	<p>Car park design (stairwells):</p> <ul style="list-style-type: none"> • Stairwells must be open and well lit. As much natural light as possible must be allowed into the stairwells. 	Noted for the future stages of building design.	
6.26	<p>Car park design (natural surveillance):</p> <ul style="list-style-type: none"> • There must be clear lines of sight across the parking facility. Alcoves and recesses, i.e. hiding places, must be designed out. 	Noted for the future stages of building design.	
6.27	<p>Car park design (walls and surface colouring):</p> <ul style="list-style-type: none"> • The walls and car park surfaces in a MSCP must be white/ light coloured to reflect the light hence 	Noted for the future stages of building design.	



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
6.28	<p>brightening up the car park.</p> <p>Car park design (access control):</p> <ul style="list-style-type: none"> When the MSCP is closed it must be locked and totally secure. The main entrance point could be shuttered. Shutters must meet the security standard LPS 1175 SR2. 	Noted for the future stages of building design.	
6.29	<p>Car park design (door, window and shutter security):</p> <ul style="list-style-type: none"> All doors and windows fitted in a MSCP must meet the Loss Prevention Standard LPS 1175 SR2, PAS 24 24 2016 or equivalent i.e. Secured by Design standards. 	Noted for the future stages of building design.	
6.30	<p>Car park design (signage):</p> <ul style="list-style-type: none"> The main entrances must be well signposted and of prominent design and there must be good signage to highlight the entrances. Signs must be displayed at the pay and displays advertising helpline telephone numbers. 	Noted for the future stages of building design.	
6.31	<p>Car park design (ramps):</p> <ul style="list-style-type: none"> The ramps between the levels in a MSCP should have uneven surfaces. I am aware that multi storey car parks are frequented by skateboarders so this measure could be incorporated into the design to try and prevent this occurring. 	Noted for the future stages of building design.	
6.32	<p>Car park design (management and maintenance):</p> <ul style="list-style-type: none"> Car parks must be well maintained with graffiti removed immediately. They must be regularly cleaned and also records kept of any incidents that occur at the parking facilities. 	Noted for the future stages when a site-wide Management Strategy will be developed.	
6.34	<p>Consideration should be given for car parks to achieve the Park Mark Safer Car Park award.</p>	Noted for the future stages of building design.	



7.4 LOCAL INTEREST GROUPS' FEEDBACK AND THE APPLICANT'S RESPONSES

- 7.4.1 The table on the following pages provides all of the representations made by the local interest groups during both stages of the consultation process. The applicant's responses to all the points raised are provided alongside, and references to where information is provided within the planning application are given where relevant.



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
1.0	Swansea Civic Society (03.03.17)		
1.1	Design & Access Statement Part 1- History and Constraints A reasoned analysis as to why the original scheme failed should be provided before proceeding with a replacement.	It is not clear if this comment relates to the Hammerson scheme proposal or the former St David's Centre. The Hammerson scheme for this area was led by the private sector and the downward economic cycle affected viability and ultimately led to withdrawal of their proposals. Due to lack of private sector interest, the Council has now stepped in to encourage regeneration of the city centre to move forward. We believe the former St David's shopping centre failed due its poor design and layout that led to high levels of vacancy, culminating in a run down development with significant levels of anti social behaviour.	
1.2	There is no justification given for the demolition of St. David's MSCP requiring £??m's to build a replacement a 100 m away. Similarly the relocation of the Dewi Saint sheltered accommodation to the Vetch at an estimated cost of £4m to £5m is unjustified when the policy is to repopulate the city centre.	The existing St David's car park is poorly designed and very much under used. As such it is more of a liability to the Council and residents than a benefit. The new proposed car park will be well designed, user friendly, and will provide a safe environment. It needs to be located as close as possible to the new retail units that are to be provided in order to persuade operators to locate in this area. The relocation of the car park and Llys Dewi Sant also frees up the site which can be put to better use as part of the proposals.	
1.3	The scope of this Design and Access Statement has been extended to include alterations to Castle Square even though it does not form a part of the development site. This is not appropriate, unacceptable and should be removed from the outline planning application documents. A separate consultation and planning process should be implemented by the City administration if the intention is to redevelop Castle Square.	Castle Square falls outside the planning application boundary but it is mentioned within the application submission as part of the important historic context around the site. The only reference to its potential future improvement in the PAC submission was in the Design and Access Statement (p.73), which has now been removed.	
1.4	Reference is made to the SCARF , but consideration as to how	It is the Council's vision (as set out in the SCARF) to connect	See relevant part of the Design



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
	<p>it fits within the wider city is seriously lacking in a number of key aspects:</p> <ul style="list-style-type: none"> To suggest that a gateway approach is achieved with a tower block hotel and an arena in a shed is misplaced. Queries bridge link. 	<p>the city centre to the marina area and further to the sea front. The location and scale of the hotel and arena will ensure that the area will act as a gateway, further emphasised by the proposed quality of the buildings and their surrounding public realm.</p> <p>The proposed bridge will be a natural continuation of the street leading to it, thus it will feel like the best option for crossing the street. From Oystermouth Road level ramps, stairs and lifts will lead up to the bridge, ensuring it is an accessible way to cross the road for all.</p> <p>The bridge is proposed to be covered and thus will make a more inviting crossing alternative in all conditions than the level crossing.</p> <p>There was overwhelming support for the bridge from the public during the consultation process, with many people expressing that crossing Oystermouth Road can be a frustrating experience.</p>	<p>and Access Statement (Section 4.1).</p>
1.5	<p>The proposals for parking provisions must be coordinated with the long term provisions available across the whole of the city centre revisiting the “Strategic Parking Study” of 2009.</p> <p>A significant number of existing off-street car parks are currently subject to development proposals removing up to 1000 No. spaces. The Civic Centre project will impact a further 650 No. spaces. This outline application will remove 1100 spaces.</p> <p>The main objective of increasing activity and occupation is contradicted by the 988 No. spaces as replacements with a</p>	<p>The proposed scheme effectively maintains the current level of parking provision in the city centre and is set at a level that will support the proposals without encouraging excessive use of the private car. This is in line with guidance set out in Planning Policy Wales (PPW) and the Swansea Central Area Regeneration Framework (SCARF).</p> <p>Policy is to reduce / discourage car trips into the centre and encourage increased use of the city’s Park and Ride facilities. Parking data provided by CCCS shows that the existing four car parks directly affected by the scheme currently combined operate with significant spare capacity during the week and at weekends. A large proportion of this spare capacity is in</p>	<p>Details of the parking survey results and commentary on the schemes parking provision is set out in the Transport Assessment in Sections 2 and 6.</p>



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
1.6	further 175 No. when necessary the "Arena parkland". This is totally inadequate. With the prospect of high rise developments to either side of both pedestrian and road ways, a careful assessment is required to avoid creating the effect of a series of inner city canyons.	the St David's car park, which currently provides a poor parking and unattractive parking facility. The heights of the buildings and the width of the streets have been established after careful consideration towards the site's context (including nearby heritage assets) and the townscape views. The parameters have also been assessed with regards to daylight and sunlight and microclimate to ensure that a quality scheme can be delivered at reserved matters stage.	
1.7	To achieve active frontages , the design framework must insist upon maintaining glazed shop fronts and not permit later concealments as has been allowed to New Look block and Primark. This policy should also prevent the installation of security shutters and limit shop window posters to <20% of area. The long term appearance of the development must be as active as the original plans and the promise given by the artist's impressions.	The development seeks to maximise active frontages in all Development Zones for all appropriate uses, not just retail. Those facades that can't provide the natural activation of glazed and reflective surfaces will still offer visual interest and quality. This can be achieved through sculptural articulation and expression, materiality and texture, which the Design Principles allow for.	See all relevant sub-chapters of the Design Principles document.
1.8	The all year round popularity of Swansea Market, the Quadrant and Oxford Street arcades is because they are covered and protected from the often wet and windy climate . Small high level projections will prove inadequate.	An outline cover strategy has been developed which includes different strategies for different locations and uses, ranging from architecturally integrated canopies on retail facades, potentially fully covered cafe / restaurant street and the covered bridge.	See Section 4.2 of the Design and Access Statement.
1.9	The repeated architectural images of numerous thin columns must be rejected. If implemented these will become obstructive and certainly not DDA compliant .	The colonnade is part of the illustrative scheme and is just an idea of what could happen. All detailed design is to take place at later stages and full consideration will be given to all relevant regulations, standards and guidance to ensure that a high quality and accessible development is delivered.	
1.10	The zone DZ4c hotel location should be restricted in height to no taller than the Arena and LC, not a tower block.	The proposed hotel / residential building is part of the gateway approach and has been designed to provide a high quality marker building.	
1.11	References to means of access, transportation and the road network must first demonstrate a proper integrated approach due to their impacts beyond the planning boundary	The scope of the Transport Assessment was agreed in advance with the Council's highways team. The assessment undertaken considers all modes of transport and how the	



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
1.12	<p>for this development.</p> <p>Materials will be dark and depressing long term, not unlike the original St. David's.</p>	<p>proposals will integrate with the existing facilities.</p> <p>The masterplan proposes to prescribe six main materials. The materials may be used as whole surfaces, details or decoration as best seen appropriate to the function, scale and surroundings of the building. The buildings should not repeat the same material as the neighbouring building facing it directly. The proposed materials are as follows:</p> <ol style="list-style-type: none"> 7. Copper and copper alloy (not patinated) can range from light to darker colour, can be shiny or matt. 8. Terracotta/ porcelain can be any colour and can be shiny or matt. 9. Stained glass can be any colour. 10. Iron oxide-pigmented Concrete, which is reddish in tone. 11. Corten steel, a natural mid-brown material. 12. Brick, warm red or orange tone in colour. <p>The exceptions to the above are DZ3, where anodised metal is allowed and DZ4b, outlined below. Anodised metal can be many colours, ranging from light to dark, warm to cold in tone.</p> <p>DZ4b: As an anchor which extends its presence into the evening, the arena facade will play a role in the night-time identity of the development. A number of materials have been proposed, all of which contribute to the animation of the façades and reduce the visible impact of the form and mass both in the daytime and night:</p> <ol style="list-style-type: none"> 4. Copper alloy cladding coated to prevent oxidation, which can be lighter goldish or darker, shiny or matt 5. Anthracite or black cladding with LED lighting to glow in colour in openings. 6. Timber structure and ETFE translucent skin throughout the entire envelope, with LED lighting to glow in colour. 	<p>See Section 4.5 of the Design and Access Statement and all relevant parts of the Design Principles document.</p>



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
		<p>If part of a digital scheme, the arena could have digital screens, provided they are positively integrated. Each material option could have LED lighting to glow in colour through the facade openings.</p>	
1.13	<p>Amendments to the design and retention of the New Look building suggested.</p>	<p>The New Look building is part the northern-most area of the new proposed connection between the city centre and the marina and thus in urban design terms it should be re-aligned to suit this connection. The new retail units will be of much better quality.</p>	
1.14	<p>Illustrations clearly identify the long climb required to get to the bridge over Oystermouth Road, the inclusion of alternatives routes for pedestrians to get to an at-grade road crossing is required.</p>	<p>The proposed bridge will be a natural continuation of the street leading to it. The ramp will be very gentle and will be accessible for all users, ensuring it does not feel like a climb. From Oystermouth Road, level ramps, stairs and lifts will lead up to the bridge, ensuring it is an accessible way to cross the road for all. The bridge is proposed to be covered and thus will make a more inviting crossing alternative in all conditions than the level crossing.</p>	
1.15	<p>What provision has been made for unlimited vehicular access and parking for residents?</p>	<p>Parking for residents will be restricted and controlled through on-street parking controls, with limited designated residents parking being provided within the new St David's car park.</p>	<p>See Section 4 of the Transport Assessment.</p>
1.16	<p>Comments on DZ2:</p> <ul style="list-style-type: none"> • It has been implied and recommended that the existing Public Library facility is relocated to Zone DZ2c. This should be either discounted or made a firm commitment within this outline application. • Access to units and the achievement of active frontages will be compromised by the impact of the ramp leading south to the bridge (also comment made in relation to DZ3). 	<p>There are on-going discussions within the Council as to the future location of the library.</p> <p>The ramp will be very gentle with straight landings ensuring seamless connections to all entrances.</p>	
1.17	<p>Concerns about parking allocation to hotel / apartment building and the arena. In addition the drop off zone is very limited and is no provision for a coach park has been made.</p>	<p>Parking for the hotel / residential building will be available in both new car parks, and also in the other city centre car parks generally. How parking will be allocated has yet to be</p>	<p>See Section 4 of the Transport Assessment.</p>



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
		<p>determined.</p> <p>As detailed on the drawings, coach parking will be provided on site in the purpose built coach drop off/pick up area next to the arena and hotel, and also in a the new six space coach lay-by on the south side of Oystermouth Road.</p>	
1.18	Request for alternative arrangements for the arena should an operator not be found.	We are confident, following research and meetings with potential operators that there is good demand from the market and that an experienced and competent operator will be secured for the arena.	
1.19	Request for clarification on operations of arena (with regards to visitors, parking, servicing).	It is proposed that the arena will have capacity to be used for conferences, music concerts, comedy shows and other performances. The parameter plans have been designed carefully to accommodate the requirements of key arena operators with regards to capacity, parking provision and servicing.	
1.20	It is disingenuous to describe the roof top over flow car park as " Arena Parkland ". It will replicate the LC car park as it currently is, but two floors up and necessarily must include designated accesses for emergency vehicles and therefore need to be constructed with the ability to support not only cars but the heaviest of fire engines etc.	The upper deck of the podium will be used for car parking when needed during arena events and peak shopping times such as Christmas, thus the area will be mainly a park with soft landscaping, resting places and play areas. Dedicated routes for emergency vehicles will need structural strengthening, but not across the whole podium. These areas will be designed for extra loads.	
1.21	The current proposals will create a canyon effect on Oystermouth Road.	The northern side of Oystermouth Road will have limited frontage as the buildings will be set back and stairs / ramps will lead up to the bridge level. The southern side will be activated and landscaped thus ensuring it doesn't feel like a canyon but an urban road.	
1.22	A significant problem is one of mixing cyclist with pedestrians , especially those pedestrians with young children or dogs.	This is acknowledged. It is proposed to create a permeable scheme allowing access for all. Shared pedestrian / cycle routes will be provided where appropriate, but in areas where conflicts will create safety issues, cyclists will be required to dismount or use other routes. There are	See Section 3 of the Transport Assessment.



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
		designated cycle routes already in existence around the city, including in the vicinity of the proposed development. It is proposed to provide ample cycle parking adjacent to the scheme so that where there are pedestrian only routes, cyclists will be able to park their cycles securely and have foot access to any pedestrian areas.	
1.23	Key concerns are to select suitable materials for the public realm.	A landscape strategy has been provided to ensure that a high quality public realm environment is achieved in keeping with the overall aims of the regeneration project. These principles would expect to be captured and details of such will be developed during the reserved matters stage.	See p.24-29 of the Public Realm Strategy Document.
1.24	None of the design options for the bridge appear to have merit and will not prove capable of maintenance in the long term.	<p>The bridge has not been designed in detail yet and only the following principles are proposed as part of the outline planning application:</p> <ul style="list-style-type: none"> • The proposed bridge connecting the northern and southern parts of the site will ease pedestrian flow along the new route and help the already-congested Oystermouth Road. • Access stairs will be provided on the northern and southern sides, here also connecting Oystermouth Road to the podium. • The bridge is to have appropriate cover and act as part of the Green Artery of DZ5. • This connection is considered to be the continuation of the public realm of the new north-south link, with potential greening opportunities to both sides of the bridge as part of the design and of the roof. • The underside of the bridge should be carefully treated to enhance aesthetic qualities that do not distract motorists and minimise maintenance. • The introduction of digital interventions should be considered to link up the two 'Digital Squares' to both sides of the bridge. 	See Section 1.11 of the Design Principles document.



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
		<ul style="list-style-type: none"> The bridge should not have a mid-support and should span the whole width of Oystermouth Road if practicable. 	
1.25	This proposal does not address the need for a City wide travel plan and leaves the responsibility to individual development sites including the Arena. This is a totally inadequate approach for a project proposal on this scale.	Agreed. A site wide plan will be developed as the proposals evolve and through discussions with the Council's highways team. Individual operators Travel Plans will be based on the city-wide travel plan strategy.	See Section 4 of the Transport Assessment and the Draft Framework Travel Plan.
1.26	Clearer indication of how and when each element may proceed as a demolition and construction . The end result must be capable of being delivered without negative impacts.	The scheme is likely to be developed on a phased basis having regard to a delivery strategy that will form part of the reserved matters.	
1.27	Comments on phasing (specifically with respect to car parking) and construction impacts which should be properly managed.	The construction of new car parking will be phased to ensure that only one area of new car parking is constructed at a time. Other car parks will remain open until the car park under construction is built and open.	
1.28	The Swansea Civic Society welcomes appropriate development that can be delivered and that will improve this delightful City.	Support is noted and welcomed.	
1.29	If suitably designed and managed in the longer term the Arena could be a significant asset and we would welcome it on that basis.	Noted, we welcome the support for the arena.	
1.30	Comments on proposed land uses : <ul style="list-style-type: none"> The promised increased extend and extended retail offer if delivered will be welcome although with the number of significant premises either empty or struggling at present this will be difficult to achieve. A boutique cinema to improve the range of evening attractions and a greater choice of cafés and restaurants with residential apartments above the shops and restaurants will add more vitality to the city centre. The discussion relating to additional facilities for Swansea University, appear to be at a preliminary stage 	The proposed land uses within the scheme provide a direct response to key planning policy aspirations for the site and Swansea city centre. On-going discussions with potential occupiers will clarify the final uses in due course	



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
	<p>and cannot be relied upon.</p> <ul style="list-style-type: none"> • The suggestion of a new public library is misleading at present. • A new hotel close to the arena may come to fruition although a number of previous hotel schemes have struggled. 		
1.31	<p>The parking provisions on both sides of Oystermouth Road are in our opinion insufficient.</p>	<p>Assessments undertaken in the Transport Assessment show that the parking is sufficient to accommodate peak parking demand and takes into account that the current parking provision is underused. The levels of parking have also been set at a level not to encourage excessive car trips into the centre and promote sustainable travel.</p>	<p>See Section 2 and 6 of the Transport Assessment.</p>
2.0	Guide Dogs Cymru and Vision Impaired West Glamorgan (01.03.17)		
2.1	<p>Against the retention of kerbs throughout the development, and plans for shared space.</p>	<p>The scheme as it stands is illustrative only to outline and define the overarching public realm design principles, one of which is the incorporation of shared space concept.</p> <p>Detailed consideration would be given at the reserved matters stage to accessibility and ease of movements through best practice and consultation with accessibility groups during the design development stage.</p>	
2.2	<p>Footbridge to be for pedestrians only, and for cyclists to be required to dismount. This is reassuring as sharing the bridge with cyclists would put both cyclists and pedestrians at risk. The only means to safely achieve this would be to have a completely separate cycling route clearly delineated with solid barriers and not just painted lines. We are concerned that pressure from local groups might result in cycling being permitted, but as the bridge is the link to the new conference facility, there are times when this will be busy, and when cycling would be even more inappropriate.</p>	<p>It is proposed that the footbridge will be for pedestrian use only. Ample cycle parking will be provided adjacent to this area for cyclists to use when wishing to access pedestrian-only areas.</p>	
2.3	<p>Important it is to install the correct tactile paving.</p>	<p>The correct paving, including blister, patten, colour and gradients will be incorporated.</p>	



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
3.0	Wheelrights (01.03.17)		
3.1	<p>Liked the prospect of direct access to the foreshore across a new bridge over Oystermouth Road. We note that it is to be wide enough (We were told 6m.) to accommodate pedestrians and cyclists. We would request that this bridge should meet the design standards for a cycle bridge.</p> <p>We are able to see and approve of the gentle ramped access from the North to the bridge, but are unsure of the arrangements for the South side. As a minimum, we would be requesting ramped access routes to connect with the westward and eastward sections of the existing cycleway on the Boulevard. These ramped access routes should be usable for cyclists entering and exiting these routes.</p> <p>Since the area would in general be a "destination area", as opposed to a through route for cyclists, unsegregated mixing of cyclists and pedestrians would seem appropriate.</p> <p>Also asking for a city centre cycling "box", consisting of a cycle-friendly route around the main shopping area, using the Westway, Kingsway and Princessway, St. Mary's Sq. and Wellington Street. We request that provision be made for taking its southern leg along Wellington Street through the proposed development to Princess Way.</p> <p>We support Sustrans's request that a strategy be developed to accommodate the needs of people accessing the area by all forms of transport: i.e. car, bus, train, bike and foot including the disabled, including attractive routes to/from the bus and train stations.</p> <p>A little concerned lest too much parking be provided, thereby adding to the congestion in the approaches to the area.</p>	<p>There will be ample secure cycle parking for cyclists who wish to access the pedestrian only areas.</p>	
3.2		<p>There will be ample secure cycle parking for cyclists who wish to access the pedestrian only areas.</p>	
3.3		<p>The scheme will be designed to accommodate all forms of transport</p>	
3.4		<p>The proposed scheme effectively maintains the current level of parking provision in the city centre and is set at a level that will support the proposals without encouraging excessive use of the private car.</p>	



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
4.0	Sustrans Cymru (01.03.17)		
4.1	Figure 5. Indicative New Routes, Design Principles includes a dismounted cycle route through centre of the development. This is particularly concerning and not compliant with walking and cycling infrastructure specifications set out in the Welsh Government's Active Travel Design Guidance.	There will be ample secure cycle parking for cyclists who wish to access the pedestrian only areas.	
4.2	We note that the bridge over Oystermouth Road is still referred to as pedestrian bridge on the website and in some documents. We have raised concerns about the lack of facilities for cycling across Oystermouth Road. Sustrans Cymru has called for the bridge to be both a facility for both walking and cycling. The bridge forms part of a clear desire line for those accessing new/existing destinations on foot or by bike and connecting existing walking and cycling routes on Oystermouth Road.	There will be ample secure cycle parking for cyclists who wish to access the pedestrian only areas.	
4.3	Public Realm Strategy shows enhanced pedestrian linkages but not cycling linkages . These linkages need to be 'active travel linkages'. The plan should demonstrate how the development layout will help facilitate journeys to it on foot and by bike.	There will be ample secure cycle parking for cyclists who wish to access the pedestrian only areas.	
4.4	Figure 5. Indicative New Routes, Design Principles shows a ramp situated to the north east of the bridge, situated away from the desire line on the south side and with no ramped access to Oystermouth Road on the north side. Lifts will require those who are cycling to dismount and the proposed location of the ramp creates a circuitous route. The Active Travel Act requires pedestrian and cycle infrastructure for everyday journeys such as shopping and going to work to be direct and convenient. The present arrangement with lifts and one ramp does not allow for this.	Shared access routes will be provided where appropriate. Where pedestrian only routes are designated, there will be ample secure cycle parking to allow cyclists to access on foot.	
4.5	The annotation for cycle routes is not clear on Figure 5. Indicative New Routes, Design Principles. It does not	Proposals are indicative and in outline only. Exact details of the routes cannot be determined until the scheme is fixed	See Section 1.5 of the Design Principles document.



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
	differentiate between existing and those routes which will be provided by the development. If showing existing routes then this is incorrect. The plan needs to be amended to show clearly what will be provided by the development. Also there is a break in the cycle route shown at the centre of the development. How will this be managed when the development is operational? Local authorities are advised not to use Cycle dismount signs by the Active Travel (Wales) Act 2014.	and the detailed planning stage. The referenced diagram combines the existing and proposed routes. There is no diagram showing purely the new ones as the proposed ones will need to tie into the existing ones.	
4.6	Sustrans Cymru objects to the scheme.	Noted. We trust that the commentary provided in response to your detailed comments is of assistance in alleviating these concerns.	
5.0	Elysium (01.03.17)		
5.1	The team behind Elysium gallery is of the opinion that this project should cater for all sections of the community and be representative of the creative as well as the commercial industries.	We agree and will look to provide facilities as far as possible that benefit a wide section of the community. This will be described in more detail at the next level of design.	
5.2	Elysium feels that there should be room within the development plans for a multi-functional venue that acts as the cultural hub of Swansea, which highlights the wide range of talent and diversity of its citizens.	We would welcome the opportunity to have further meetings with Elysium and other creative organisations to see how these requirements can be accommodated within the scheme.	
5.3	Elysium being located within the Rivington Land development plan for the city would offer an exciting focal point for the city.	This is agreed, and the applicant is keen to discuss opportunities to accommodate creative groups within the development if possible.	



7.5 STATUTORY CONSULTEES' REPRESENTATIONS AND THE APPLICANT'S RESPONSES

- 7.5.1 The table on the following pages provides all of the representations made by the statutory consultees and other key stakeholders during both stages of the consultation process. The applicant's responses to all the points raised are provided alongside, and references to where information is provided within the planning application are given where relevant.



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
1.0	Welsh Government (Department for Environment and Rural Affairs) (31.01.17)		
1.1	With regard to Agricultural Land Classification and Planning Policy Wales 4.10.1, the Department has no observations to make.	NONE REQUIRED	
2.0	Welsh Water (22.02.17)		
2.1	Having reviewed the details submitted I would advise we would object to the proposed development in its current form. We have been liaising with the applicants regarding their proposals and suggested solutions that have been submitted in order to overcome the objection. We will continue to work with them until an appropriate solution can be found.	Objection is noted, and the applicant can confirm a commitment to continuing to work with Welsh Water to develop a mutually acceptable solution.	
2.2	Parts of the re-development site would be situated in close proximity to 1650mm public combined sewer where it will result in damage to the public infrastructure and /or our ability maintain it. As such there will be undue risk to the development, the health and safety of its occupants, the repairs as well as undue risk of pollution and detriment to the environment. We therefore OBJECT to the proposal.	Alternative solutions to the standard easement arrangements are being investigated so that the development can be situated closer to the sewer than the nominal 8.25m offset. .	
2.3	In relation faul water drainage arrangements, in principle the faul flows can be accommodated within the public combined sewerage system located in the vicinity of the proposed re-development.	Comments noted. We will engage further with Welsh Water in due course to agree specific discharge locations.	
2.4	No surface water, highway or land drainage run-off will be permitted to discharge directly or indirectly into the public sewerage system.	The condition cannot be accepted as drafted here, because it leaves the applicant no option other than to use infiltration into the ground to dispose of surface water. Infiltration testing has not yet been undertaken and this may demonstrate that the ground is not suitable to receive water in this way. We propose that the comment is amended to include at the end "subject to demonstration of compliance with the Building Regulations hierarchy".	



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
2.5	Some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist you may contact Dwr Cymru Welsh Water on 0800 085 3968 to establish the location and status of the apparatus in and around your site. Please be mindful that under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.	Noted.	
2.6	No problems are envisaged with the Waste Water Treatment Works for the treatment of domestic discharges from this site.	Noted.	
2.7	In order to assess the effect the proposed development will have on the existing water supply, further assessments will be required to protect the integrity of the water supply system.	We are liaising with Welsh Water as to the expected impact to their system based on estimates for increased demand.	
3.0	Cadw (24.02.17)		
3.1	The application area is located some 115m southwest of scheduled monument known as Swanseae Castle (GM012) and 175m southwest of scheduled monument known as Original Swanseae Castle (GM441). The documentation accompanying the pre-application consultation includes an Archaeological desk-based assessment and a Heritage Impact Assessment but neither of these documents considers the impact of the proposed development on the setting of Swanseae Castle (GM012). Section 6.5.5 of Planning Policy Wales 2016 is clear that the impact of a development on the setting of a scheduled monument is a material consideration in the determination of a planning application. Consequently,	The Heritage Impact Assessment has been updated to include an assessment of Swanseae Castle. Whilst the development would be seen from the tower of Swanseae Castle, it will not make any adverse or dominant impact on that view, which in any case is rarely experienced as high-level access to the castle is not permitted.	See Sections 2.7 and 3.6 of the Heritage Impact Assessment.



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
	the applicant should evaluate this impact either as a stand-alone document or as an addendum to the Heritage Impact Assessment.		
4.0	The Coal Authority (01.03.17)		
4.1	There is no requirement to submit a Coal Mining Risk Assessment in support of a planning application for the redevelopment of this site.	NONE REQUIRED	
5.0	Natural Resources Wales (15.03.17)		
5.1	We have reviewed Swansea Central Preliminary Ecological Appraisal, prepared by Peter Brett Associates dated January 2017. Part of the preliminary ecological appraisal included a phase 1 Habitat survey prepared by Parsons Brinkerhoff, May 2015. Section 4.2.7 states that the survey area has the potential to support roosting, foraging and commuting bats. We agree with the recommendation in the phase 1 habitat survey that states that all buildings to be demolished, refurbished or subject to disturbance require further survey work. Similarly bat tree assessments are required on any trees to be felled. Surveys should be carried out in accordance with 'Bat Surveys; Good Practice Guidelines 2nd Edition' published by the Bat Conservation Trust 2012. Whilst we acknowledge this is an outline application, we are unable to provide advice on European protected species until sufficient surveys have been carried out and submitted for review.	A site walkover survey was completed for the site on 31 October 2016. This specifically included a preliminary bat roost assessment of all exterior building elevations and trees within the site in accordance with industry standard guidelines (Collins [Ed], 2016) (i.e. fulfilling the Parsons Brinkerhoff recommendation for 'further assessment'). Given the results of this assessment, no adverse significant effects on bats are anticipated as a result of the proposed redevelopment and no specific mitigation (including further survey) or compensation measures are considered necessary.	See Section 4.4.3 – 4.4.10 of the Preliminary Ecological Assessment.
5.2	We have reviewed the Phase 1 Ground Conditions Assessment (Desk Study) Report submitted with this application. We note the presence of potential historic and contemporary sources of contamination including extensive Made Ground, electrical sub-station, historical tanks,	Recommendation for intrusive works made in the Phase 1 Desk Study. Pollutant linkages have been summarised in Phase 1 Desk Study Report.	See Section 6.3 of the Phase 1 Desk Study. See Section 4.5 of the Phase 1 Desk Study.



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
	<p>historical garages and carriage sheds, saw mill and extensive historical railway land. It is noted that potential source-pathway-receptor linkages have been identified primarily associated with the potential of localised hotspots of contamination and the potential risk to groundwater.</p> <p>We support the recommendations of the report that an intrusive site investigation (together with sampling and monitoring) should be undertaken to establish actual on-site conditions which may be associated with historical and current land use conditions. We refer the applicants to the following guidance to inform further assessment and quantify potential risks:</p> <ul style="list-style-type: none"> • GPLC1 – Guiding principles for land contamination (Environment Agency, 2010) • WLGA document 'Development of Land Affected by Contamination: A Guide for Developers' • CLR11 'The Model Procedures for the Management of Land Contamination' (Environment Agency, 2004) • Groundwater protection: Principles and practice (GP3). (Environment Agency, 2010) 		
5.3	<p>We have reviewed the Flood Consequences Assessment (FCA) provided in support of this application and found to give a reasonable estimation of flood risk to the development (notwithstanding the uncertainties associated with Flood Risk analysis). The FCA highlights that there will be a significant flood risk to the Swansea Central site within the current century as a result of sea level rise due to climate change. Therefore the development of the site would not be compliant with TAN15.</p> <p>The FCA suggests that development of the site could be made compliant with TAN 15 if suitable flood mitigation options are</p>	Noted.	



Ref.	Summary of Comments	Response	Reference within Application Submission (where relevant)
	<p>provided such as construction of new Flood Defences. It is noted that the FCA indicates that the City and County of Swansea Council has made a formal commitment to develop an acceptable long term proposal for a Strategic Flood Risk Management Strategy through its Cabinet paper "The Management of Future Risks of Flooding from the Effects of Climate Change, 20th October 2016".</p> <p>Providing that this commitment will be upheld, we do not have any adverse comments to this application for Outline Planning Permission from a flood risk perspective.</p>		
5.4	<p>Would like to see a robust CEMP which details ways of working and pollution prevention measures to ensure no detriment to the Tawe which is failing under WFD during construction and lifetime of development.</p>	<p>Noted. It is expected that a CEMP would be provided at the detailed design stage.</p>	



7.6 CONSULTEES

7.6.1 KEY STAKEHOLDERS

The group of Key Stakeholders comprised:

STATUTORY CONSULTEES	WARD COUNCILLORS
Welsh Government	The Coal Authority
Natural Resources Wales	Neath Port Talbot Borough Council
Dwr Cymru Welsh Water	Carmarthenshire County Council
Highways Department, CCS	The Glamorgan-Gwent Archaeological Trust
CADW	Swansea Business Improvement District

WARD COUNCILLORS	
Cllr Sybil Crouch	Cllr Fiona Gordon
Cllr Erika Kircher	Cllr David Phillips

SITE OCCUPIERS & NEIGHBOURS	
The Quadrant Shopping Centre	Llys Dewi Sant residents
St David's site retail & business occupiers	Excelsior block residents
St Mary's Church	Other neighbouring residents
St David's Church	Neighbouring retailers & businesses
LC/Bay Leisure	Tesco
National Waterfront Museum	

7.6.2 LOCAL STAKEHOLDERS

The group of Local Stakeholders comprised:

LOCAL STAKEHOLDERS	
Swansea Market Traders Association	South Wales Police Crime Prevention
First Cymru	Wales Extremism & Counter Terrorism Unit
National Express	Taxi Operators Association

7.6.3 INTEREST GROUPS

The group of Local Interest Groups comprised:

INTEREST GROUPS	
Swansea Civic Society	Swansea Bay Business Club
Guide Dogs Cymru	South Wales Chamber of Commerce
Wheelrights	Swansea University Students Union
Sustrans	UW Trinity St David Students Union
Pubs & Clubs Watch	Youth and over 50s groups (via CCS links)
Swansea Environment Forum	Disability groups (via CCS links)
	LGBT, BME & other minority groups (via CCS links)

7.7 CONSULTATION DAY INVITATIONS AREA

7.7.1 DISTRIBUTION AREA

The area covered by the hand delivery of invitations to on-site and neighbouring residents, retailers and businesses is shown here by the shaded blue-green coloured area:



7.8 STAGE I CONSULTATION EVENT ATTENDEES

7.8.1 ATTENDEES

Individuals plus representatives of the following organisations attended either the Tower event on 21st November or the Consultation Day of meetings held at the Grand Theatre on 13th December:

TOWER EVENT	
CCS (various)	Gill Davies MP
Marks & Spencer	Computeraid
Powell Dobson	University of Wales Trinity St David
WH Smith	Kier Construction Wales
Hygrove	Julie James AM
Swansea Bay Business Club	Swansea BID
Cushman & Wakefield	Whiterock Wales
Volcano	The Quadrant
iCreate	Tesco
Swansea University	Andrew Scott
ARCH	Welsh Government
POBL Group	Wilkinson
Primark	CLC Chartered Surveyors
Morgan La Roche	Swansea West MP
National Waterfront Museum	Debenhams

CIVIC INTEREST GROUPS	
Swansea Civic Society	Sustrans Cymru
Wheelrights	Wales Extremism & Counter Terrorism Unit

MINORITY GROUPS	
50+	Guide Dogs Cymru
Equalities Development (CCS)	RNIB SAFE
Children's Rights (CCS)	

LOCAL RETAILERS & BUSINESSES	
First Cymru	Bay Estates & Letting Agents
Pop Up	The Jewellery Centre
Act Training	The Quadrant Shopping Centre

LOCAL RESIDENTS	
None	

MARKET TRADERS	
Something Different	Unit 45a

APPENDIX 14

BREEAM STATUS - RESPONSE TO UPDATE OF PBA TECHNICAL NOTE RELATING TO ECOLOGICAL ENHANCEMENT.

- 1.1 Greengage have been appointed to provide BREEAM advise at Swansea Phase 1 from the concept design stages. A key element of the BREEAM strategy is the enhancement of site ecological value.
- 1.2 The Preliminary Ecological Appraisal found the site to have low ecological value with limited potential for protected and notable species.
- 1.3 In accordance with the BREEAM requirements, a set of ecological recommendations were provided in order to maximise ecological enhancement based on the specific conditions of the site and in accordance with the design proposals.
- 1.4 The original recommendations were incorporated into the landscape design proposals and allowed the maximum credits to be achieved for ecological enhancement in under credit issues LE04 and LE05.
- 1.5 As detailed in the updated note from PBA, the development has changed such that some of the recommendations are no longer applicable based on current design proposals. These recommendations have therefore been updated to accommodate the changes in the design. It is noted that this does not significantly reduce the ecological enhancement for the site.
- 1.6 Based on the revised ecological recommendations that will be incorporated into the proposals there will be no reduction in performance of the scheme in relation to the targeted BREEAM credits. As the design continues to develop, the implementation of these enhancement measures will be monitored to ensure that the uplift in ecological value is achieved.



now part of



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Your ref: -

Our ref: 38858-3001

05 June 2019

Rhodri Jones
Planning Ecologist
Swansea Council
Civic Centre
Swansea
SA1 3SN

Attn: Rhodri Jones

By email: Rhodri.Jones2@swansea.gov.uk

Dear Rhodri

RE: Ecology Information to Support Reserved Matters Application

In 2017, Peter Brett Associates, now part of Stantec, produced an Ecological Appraisal Report in support of the redevelopment of Swansea Central. The technical note, appended to this letter provides a summary of the ecological enhancement measures to be implemented as part of Phase 1 of the development, as considered within the current Reserved Matters Application.

Implementation of these measures within the Reserved Matters site will accord with those recommendations made within the ecology report submitted as part of the outline planning application (PBA, 2017), and will result in ecological enhancement within this phase of development.

I trust that the above and the attached are sufficient to support the ecology matters relating to the Reserved Matters Application.

Yours sincerely

Rachel Manning
Senior Associate Ecologist
For and on behalf of
PETER BRETT ASSOCIATES LLP

TECHNICAL NOTE

Job Name: Swansea Central
Job No: 38858
Note No: 3001 - 002
Date: 5th June 2019
Prepared By: Johanna Stewart (Principal Ecologist)
Subject: Ecology Information to Support Reserved Matters Application

Item	Subject
1.	<p>Introduction</p> <p>This technical note has been produced on behalf of Rivington Land Limited in support of the redevelopment of an area of land known as Swansea Central (hereafter referred to as 'the Site').</p> <p>Outline planning permission was originally granted for the Site in June 2017. A Section 73 application to the outline planning above was submitted on 29th April 2019. This was approved on 4th June 2019.</p> <p>The current technical note relates to the Reserved Matters Application relevant to part of Phase 1 of the Site, as shown on the plan appended to this technical note (Appendix A). The description of Reserved Matters Application is provided below:</p> <p><i>"Approval of new reserved matters (access, appearance, landscaping, layout and scale) for part of Phase 1 of Swansea Central, including parts of: Development Zones 1a, 3, 4a, 4c and 5 of outline planning permission 2017/0648/OUT as amended (LPA Ref: 2019/0980/S73, pursuant to Condition 3, comprising details of the: servicing areas; Mixed use block extending to 36.5m, comprising multi storey car park, new commercial floorspace (use Class A1/A3/B1/D1) and residential flats (Use Class C3) to the north of Oystermouth Road; and associated ground level public realm improvements; approval of details pursuant to Condition 6 (landscaping strategy), Condition 8 (levels), Condition 9 (external finishes), Condition 11 (wind mitigation), Condition 21 (surface water drainage), and Condition 35 (ecological enhancement measures)."</i></p> <p>Condition 35 states:</p> <p><i>"The detailed ecological enhancement measures as outlined in the Ecological Appraisal shall be incorporated as part of the submission of reserved matters into each phase of the development prior to that part of the development being occupied. Reason: In order to enhance the ecology of the site in accordance with the Environment (Wales) Act, 2016"</i></p>
2.	<p>Background</p> <p>The Ecological Appraisal referred to in the Condition was produced to inform the development, and included a walkover survey, protected species assessment and inspection of buildings and trees for roosting bats (Swansea Central – Preliminary Ecological Appraisal, Peter Brett Associates, 2017). The Site was found to have very limited ecological value due to the predominantly artificial and manmade habitats, with limited potential to support protected and notable species. Three buildings were identified with bat roosting potential, St David's Priory Church, St. Mary's Church and the Old Court House, however these buildings are to be retained within the proposed redevelopment and therefore no further survey or mitigation was necessary. These buildings are located outside the boundary of the Reserved Matters site. The Ecological Appraisal report</p>

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	detailed precautionary measures in relation to breeding birds and invasive species and detailed a number of ecological enhancements to support compliance with national and local planning policy.
3.	<p>Aims</p> <p>This technical note provides the detail of the ecological enhancement measures to be provided within the current Reserved Matters Phase 1 site (see Appendix A), with an overview summary of other ecological measures that will be included within the wider site, for reference.</p>
4.	<p>Delivery of Ecological Enhancements within the Reserved Matters Phase 1 Site</p> <p>The Reserved Matters Phase 1 site is limited in extent, comprising the multi-storey car park building, hotel access and associated public realm only. Ecological enhancement measures that will be delivered as part of the Reserved Matters Phase 1 site will comprise:</p> <ul style="list-style-type: none"> • 10no. Schwegler Type 25 Brick Nest Box, to be located on the northern facade of the residential block at 4.5 – 5m+ above the top floor of the car park, with no windows below. These boxes will provide suitable nesting condition for swifts <i>Apus apus</i>. The location of these boxes is shown on SW1-AFL-00-09-DR-A-20107: Planning GA, Site Plan, Roof Level, Wildlife Boxes; and • Areas of soft landscape planting. These will include a selection of native and wildlife friendly species and will aim to enhance the local habitat by providing species that are known to have high ecological value, including species identified within Swansea Local Biodiversity Action Plan, where appropriate. Plants will also be selected for landscape, visual and microclimate benefit. Full details are provided within Capita Lovejoy (2019): Swansea Central Phase 1: Landscape and Public Realm Report Updates for RMA Submission.
5.	<p>Delivery of Ecological Enhancements within the Wider Site</p> <p>The wider site will include a variety of measures to deliver ecological enhancement (outwith the boundary of the current Reserved Matters Phase 1 Application). These have been provided for context and will include:</p> <ul style="list-style-type: none"> • Provision of new seminatural habitat and wildlife friendly planting within the Coastal Park, South Site Public Realm and tree planting along Oystermouth Road which provides east-west connectivity as well as part of the 'Green Artery' within the North Site Public Realm connecting to historic buildings to the north; • Provision of wildlife boxes within the Coastal Park, including: 10no. bee bricks, 10no. bird nest boxes with 32mm entrance holes (suitable for house sparrow <i>Passer domesticus</i> and other small birds) and 2no. bat boxes (suitable for light tolerant, crevice dwelling species, such as pipistrelle bats); and • Installation of a green wall, to be incorporated on the northern elevation of the South Car Park. This will comprise the planting of evergreen and semi-evergreen species (for example, Clematis offering benefit to invertebrates) along a green wall wiring system.

TECHNICAL NOTE

Appendix A: SW1-AFL-00-09-DR-A-20107

DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
38858/3001/002	1	05/06/18	JS	-	RM	SB

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All dimensions and notes to be checked on site.

All construction shall be in accordance with the applicable building code and all applicable codes.

These drawings shall be used for construction only. They are not to be used for any other purpose.

The owner shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities.

All work shall be in accordance with the applicable building code and all applicable codes.

All work shall be in accordance with the applicable building code and all applicable codes.

All work shall be in accordance with the applicable building code and all applicable codes.

Wildlife Boxes

- 1. All wildlife boxes shall be installed in accordance with the applicable building code and all applicable codes.
- 2. All wildlife boxes shall be installed in accordance with the applicable building code and all applicable codes.

P.O. 04.06.2019 000 Project Name
 P.O. 22.01.2019 000 Project Name

Swansea
 Swansea

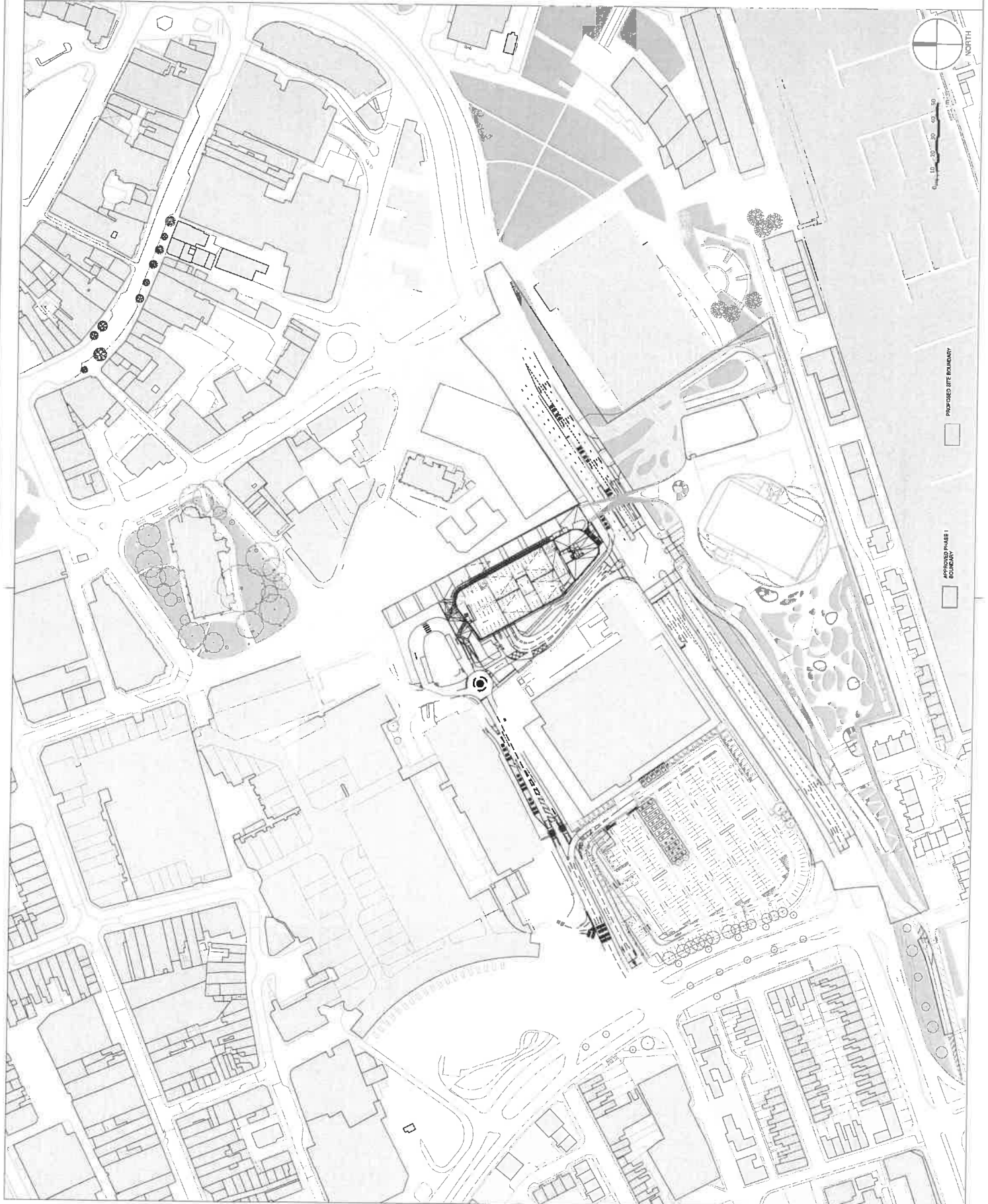


BUCKINGHAM
 Group Contracting

AFL
 architects

Planning GA, Site Plan,
 Roof Level, Wildlife Boxes

PLANNING
 SW1-AFL-08-09-DR-A-00007





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