



MUMBLES

**DESIGN**

**ACCESS**

**STATEMENT**

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## Opening statement

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

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

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

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

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

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



## **Design Process**

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

**Assessment**

**Involvement**

**Evaluation**

**Design**

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

## Assessment

### Contextual Setting

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

### Measure an Area



### Area Output

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



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

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

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

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

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

## Architectural Heritage

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

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

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

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



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

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

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

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

## Social Impact

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

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

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

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

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



## Economic benefit to the Community

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

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

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

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

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

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

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

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

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

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

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

## Relevant Planning Policy Statements

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

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

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

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

### General:

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

### Coastal Areas:

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

Supplementary Planning Guidance (SPG):

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

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

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

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

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

PS1 – Sustainable Place

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

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

ER2 – Strategic Green Infrastructure Network ER8 – Habitats and Species

ER11 – Trees, Hedgerows and Development

TR1 – Tourism, Recreation and Leisure Development

TR2 – Developed Coast and Waterfront

T1 – Transport Measures and Infrastructure

T2 – Active Travel

T7 – Public Rights of Way and Recreational Routes

RP1 – Safeguarding Public Health and Natural Resources

RP 2 – Noise Pollution

RP3 – Air and Light Pollution

RP5 – Avoidance of Flood Risk

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

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

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

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

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

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

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

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

***Early Years***

***Live Well, Age Well***

***Working with Nature***

***Strong Communities***

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

The key objectives identified are thus:

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

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

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

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

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

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

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

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

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

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

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

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

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

### **The NPPF interpretation**

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

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

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

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

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

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



## **Involvement**

### **Consultation Process**

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

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

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

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

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

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

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

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

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

## **Why Llwynderw?**

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

## **Present Skatepark site at Llwynderw**

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

Our tender document stated:

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

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

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

## **Alternative site considerations:**

### **Langland tennis courts**

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

### **Underhill Park.**

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

### **Limeslade carpark**

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

### **Mumbles Tennis Courts**

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

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

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

## **Blackpill**

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

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

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

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

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

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

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

In a one-week period the survey gave us:

48,224 Total Reach

1,849 Reactions Comments & Shares

15,918 Post Clicks

4,738 Photo Views

11,180 Other Clicks

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

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

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

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

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

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

#### **Detailed design meetings**

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

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

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

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

## Evaluation

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

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

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

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

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

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

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

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

### **Location and construction**

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

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

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

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

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

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

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

### **Self-policing spaces**

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

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

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

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

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

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

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

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

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

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

Landscaping will provide lines of sight from every angle.

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

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

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

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

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

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

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



## Design

### Interpretation of the design brief

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

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



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

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

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

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

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

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

### **Ensuring Site Cleanliness**

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

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

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

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

## Engineering Detail Statement

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

# STEEL STRIP EDGING DETAIL



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

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

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

## **The Design Detailing Explained**

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

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

## **Safeguarding and Welfare considerations**

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

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

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

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

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

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

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

## MUMBLES SKATEPARK DETAILED DESIGN STATEMENT

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

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

# Access

## Access by public transport

### National Rail Network Map

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



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

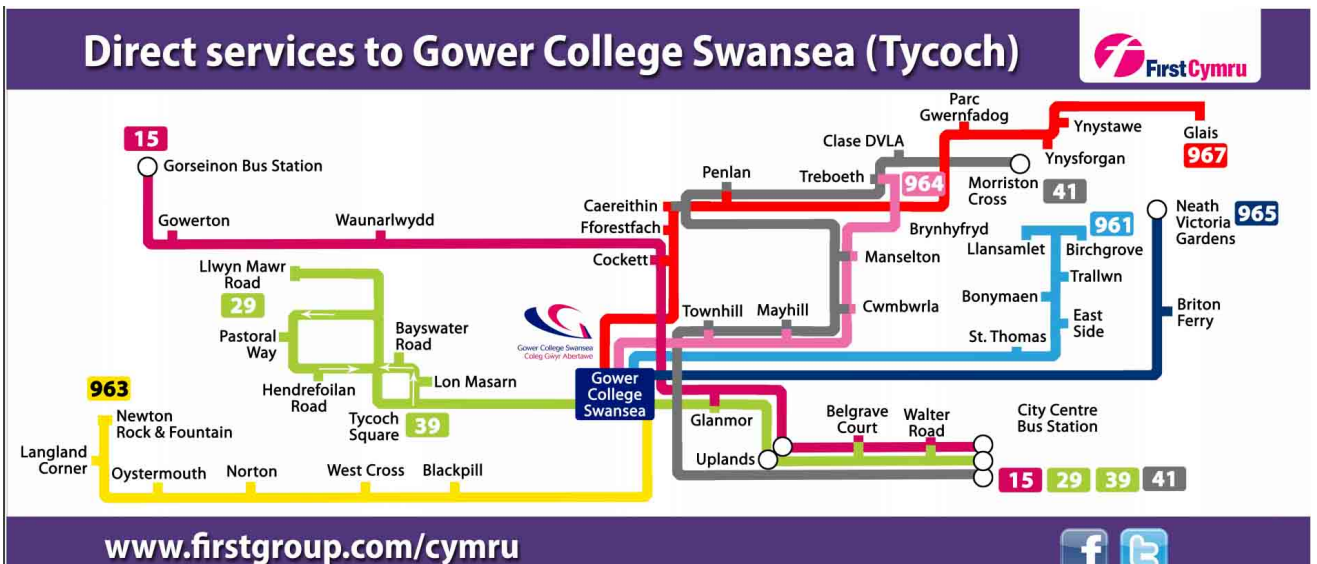
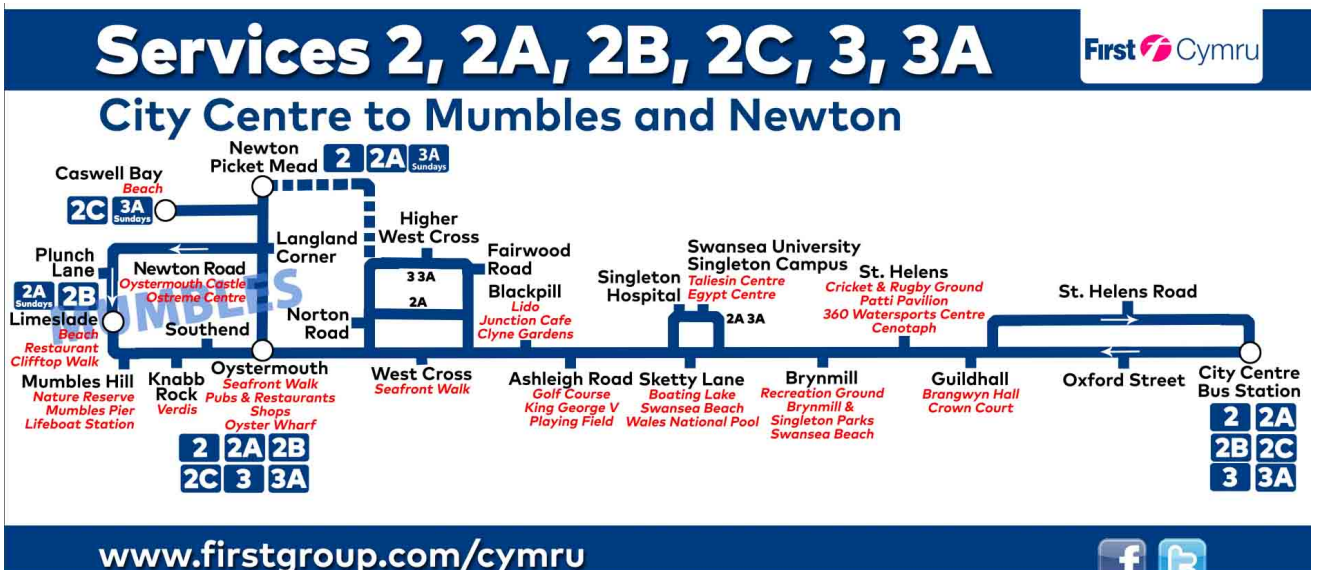
Buses leave on average every 15 minutes.

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



## BUS ROUTES TO WEST CROSS, SWANSEA

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







## Access by car and car parking

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

### Blackpill / Clyne Gardens Car Park

description

Mumbles Road, near SA3 5AS

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

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

All day transferable ticket £5

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

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



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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **Access by foot**

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

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

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

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

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

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

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

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

### Access for construction traffic

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

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

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



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

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



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

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

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

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

Please see:

**Appendix 4.0 Mumbles Traffic Management Plan**

## Access for those arriving by bike

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

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





## Existing Services Statement

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

Returns were received identifying returns on the site.

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

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

Please See:

**Appendix 5.0 Services and Skatepark Composite Overlay**

## **Flood risk assessment and statement**

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

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

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

This report is attached as

**Appendix 6.0 Flood Risk Assessment**

## Geotechnical Report

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

This report is attached as

**Appendix 7.0 Geotechnical Report**

**and**

**Appendix 7.1 Site Photos Complementing Geo Report**

## Tree Survey

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

and

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

This report is attached as

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

## Lighting Strategy

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

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

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

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

## Ecological Assessment

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

Please see:

**Appendix 9.0 Preliminary Ecological Assessment**

## Pollution Prevention

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

Please see:

**Appendix 10.0 Construction Environmental Management Plan**

## Additional works proposed on the site

### Additional planting

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

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



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

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

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



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

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

### Wild flower seeding

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

### Fencing

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

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

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



## Images of the area







## Views from within the site



## List of Appendices

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

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

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

**Appendix 3.0:** Skatepark Design Statement

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

**Appendix 6.0:** Flood Risk Assessment

**Appendix 7.0:** Geotechnical Report

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

**Appendix 9.0:** Preliminary Ecological Assessment

**Appendix 10.0:** Construction Environmental Management Plan

**Design Access Statement written September 2019**

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