

Item

Application Number:

2018/1023/FUL

Ward:

St. Thomas - Bay
Area

Location:

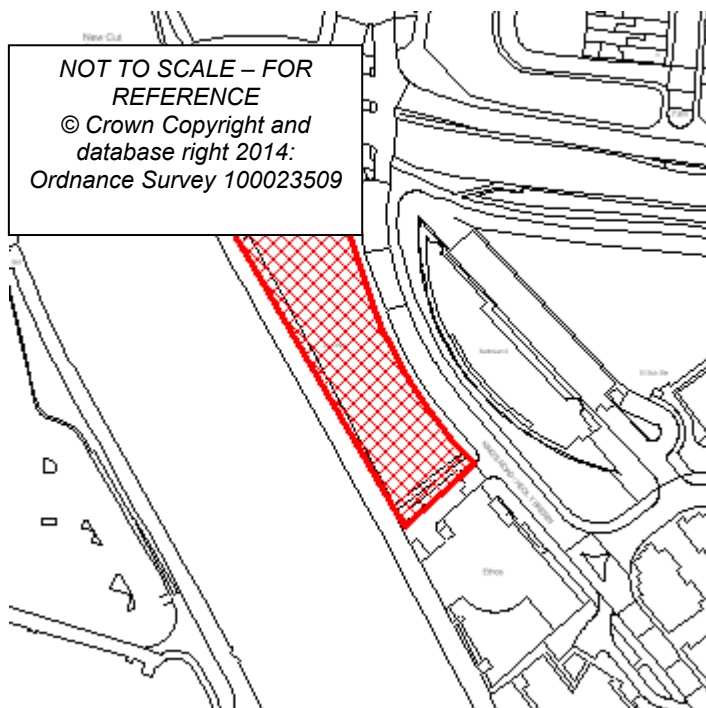
Plot A1, Kings Road, Swansea, SA1 8PH

Proposal:

Construction of purpose built student accommodation between 7 and 9 storeys (645 bedspaces) with ancillary community facilities/services, 1 no. Class A3 ground floor unit, car and cycle parking, servicing area, refuse store, associated engineering, drainage, infrastructure and landscaped public realm

Applicant:

Alan Pulver WPC Swansea 18-24 B.V.



Background Information

Policies

UDP - EV1 - Design

New development shall accord with a defined set of criteria of good design. (City & County of Swansea Unitary Development Plan 2008).

UDP - EV2 - Siting

The siting of new development shall give preference to the use of previously developed land and have regard to the physical character and topography of the site and its surroundings. (City & County of Swansea Unitary Development Plan 2008).

UDP - EV3 - Accessibility

Proposals for new development and alterations to and change of use of existing buildings will be required to meet defined standards of access. (City & County of Swansea Unitary Development Plan 2008)

UDP - EV4 - Public Realm

New development will be assessed against its impact on the public realm. (City & County of Swansea Unitary Development Plan 2008)

UDP - EV33 - Sewage Disposal

Planning permission will normally only be granted where development can be served by the public mains sewer or, where this system is inadequate, satisfactory improvements can be provided prior to the development becoming operational. (City & County of Swansea Unitary Development Plan 2008)

UDP - EV35 - Surface Water Run-Off

Development that would have an adverse impact on the water environment due to:

- i) Additional surface water run off leading to a significant risk of flooding on site or an increase in flood risk elsewhere; and/or,
- ii) A reduction in the quality of surface water run-off.

Will only be permitted where it can be demonstrated that appropriate alleviating measures can be implemented. (City & County of Swansea Unitary Development Plan 2008)

UDP - EV36 - Development and Flood Risk

New development, where considered appropriate, within flood risk areas will only be permitted where developers can demonstrate to the satisfaction of the Council that its location is justified and the consequences associated with flooding are acceptable. (City & County of Swansea Unitary Development Plan 2008)

UDP - EV38 - Contaminated Land

Development proposals on land where there is a risk from contamination or landfill gas will not be permitted unless it can be demonstrated to the satisfaction of the Council, that measures can be taken to satisfactorily overcome any danger to life, health, property, controlled waters, or the natural and historic environment. (City & County of Swansea Unitary Development Plan 2008)

UDP - EV40 - Air, Noise and Light Pollution

Development proposals will not be permitted that would cause or result in significant harm to health, local amenity, natural heritage, the historic environment or landscape character because of significant levels of air, noise or light pollution. (City & County of Swansea Unitary Development Plan 2008)

UDP - HC1 - Housing Sites

Allocation of housing sites for 10 or more dwellings. (City & County of Swansea Unitary Development Plan 2008)

UDP - HC11 - Higher Education Campus Development

Higher education campus development will be permitted subject to compliance with the defined set of criteria. (City & County of Swansea Unitary Development Plan 2008)

UDP - EC1 - General Employment Sites

Allocation of employment land to meet the needs of the local economy. (City & County of Swansea Unitary Development Plan 2008)

UDP - EC2 - SA1 Swansea Waterfront

Development within the SA1 Swansea Waterfront defined area shall accord with specific criteria. (City & County of Swansea Unitary Development Plan 2008)

UDP - EC6 - Local Shopping Centres and Neighbourhood Facilities

The provision of appropriate small-scale local shopping and neighbourhood facilities will be encouraged within local shopping centres and areas of acknowledged deficiency in order to meet local need. (City & County of Swansea Unitary Development Plan 2008)

UDP - AS1 - New Development Proposals

Accessibility - Criteria for assessing location of new development. (City & County of Swansea Unitary Development Plan 2008).

UDP - AS2 - Design and Layout

Accessibility - Criteria for assessing design and layout of new development. (City & County of Swansea Unitary Development Plan 2008)

UDP - AS5 - Walking and Cycling

Accessibility - Assessment of pedestrian and cyclist access in new development. (City & County of Swansea Unitary Development Plan 2008)

UDP - AS6 - Parking/Accessibility

Provision of car parking in accordance with adopted standards. (City & County of Swansea Unitary Development Plan 2008)

Site History
App Number

Proposal

Status

Decision Date

2017/2644/PRE	PRE APP - Construction of a building to provide 620 student bed spaces, ancillary communal facilities, a café (use class A3) external landscaping and associated works.	MIXPRE	20.02.2018
2018/0373/NMA	Purpose Built Student Accommodation - Non Material Amendment to planning permission 2016/1511 granted 29th June 2017 to vary Conditions 6 (Wind Mitigation); 12 (Drainage); 19 (Sound Insulation); 21 (Noise Mitigation); 23 (Landscaping) from pre-commencement requirements to approval prior to commencement of superstructure works	APP	16.03.2018
2018/0382/DOC	Purpose Built Student Accommodation - Discharge of conditions 8 (Contamination), 11 (Piling Operations), 14 (Historic environment) 15 (CPMP) of planning permission 2016/1511 granted 29th June 2017	APP	28.03.2018
2018/0951/S73	Construction of purpose built student accommodation between 7 and 9 storeys (500 bedspaces) with ancillary community facilities/services, 1 no. Class A3 ground floor unit, car and cycle parking, servicing area, refuse store, associated engineering, drainage, infrastructure and landscaped public realm - Section 73 application to vary Condition 2 (Plans - revised building footprint / envelope) of planning permission 2016/1511 granted 29/06/2017	PDE	

2018/0966/NMA	Non Material Amendment to planning permission 2016/1511 granted 29th June 2017 to allow amendments to the layout of the basement	APP	25.05.2018
2018/1023/FUL	Construction of purpose built student accommodation between 7 and 9 storeys (645 bedspaces) with ancillary community facilities/services, 1 no. Class A3 ground floor unit, car and cycle parking, servicing area, refuse store, associated engineering, drainage, infrastructure and landscaped public realm	PDE	
ENQ2016/0287	Request for screening opinion	REC	
2006/0974	Erection of enclosed bin store area	APP	28.06.2006

Pre-application Consultation Report

The Welsh Planning Act 2015 introduced the requirement in March, 2016 for applications for major development to be accompanied by a pre-application consultation report (PAC). The submitted PAC report has outlined the pre-application consultations undertaken including contacting interested parties.

RESPONSE TO CONSULTATIONS

Original proposal - Construction of purpose built student accommodation between 7 and 14 storeys (667 bedspaces) The application was advertised in accordance with the Town and Country Planning (Development Management Procedure) Order 2012 (as amended) through

the display of site notices and in the local press on, 2018. 9 LETTERS OF OBJECTION have been received making the following points:

- o New proposal, with an increase of 167 bedspaces, is likely to exacerbate the problems associated with concentrations of students for existing SA1 residents (both commercial and domestic). These issues are well documented and include disruptive and anti-social behaviour, vandalism and hygiene concerns.
- o It is not appropriate in terms of scale, height, massing, elevational treatment and materials - the existing buildings in the immediate locality are much lower, not 'block-like' in their design and are predominantly light in colour with large glass areas. Existing buildings are mainly horizontal in aspect while the proposed development is vertical.
- o Building will be an eyesore
- o The proposed building is too large for its site - existing local buildings are widely spaced and surrounded by sizeable open green areas. The development would not integrate well with adjacent spaces nor would it enhance the general street scene.
- o the height of the building would overshadow the adjacent office premises (see W0318-0313-A Elevations to Kings Road Sheet 4), leading to loss of light and privacy for the existing occupants of the Ethos building.
- o University should supply accommodation.
- o SA1 is for residential, business and restaurants.
- o Roads / parking not it for purpose.
- o Photo montages demonstrate building would be out of keeping the proposed design is with the adjacent buildings. Ethos would be completely dwarfed by the bulk of the proposed building.
- o Surely it is a health and safety hazard to have student accommodation right next ludicrous that a car park is being taken away when there is already to few places for the people who work here to be able to park to to the river.
- o The design, size and choice of building material is completely out of character with the surrounding area and is totally unacceptable.
- o The project lacks a good-sized delivery and set down area for vehicles. This is crucial to help students move in and out of their accommodation at the start and end of every term as well as cater for deliveries to the building.
- o Given the ongoing developments and existing student accommodation in the city centre there is no need for additional student accommodation in the SA1 area. Is it not the case that there is oversupply of student accommodation in the city centre already?
- o Car parking is an ever growing concern in SA1. It is necessary to take that into account with this building and a large underground car park should be part of any proposed development.
- o The proportions, architecture, materials, purpose, site use, visual and practical impact on neighbouring properties and residents all seem to be good reasons for refusal.
- o The area it is in, is primarily the preserve of B1, but this is clearly a C-class building - at an unnecessary distance (there is ample undeveloped land closer to the new university campuses) from the educational facilities it would serve, if permitted.
- o Travel plan is unrealistic

Amended Proposal

Following receipt of the amended plans on 2 July 2018 the application was re-advertised on site and the objectors reconsulted. THREE FURTHER LETTERS OF OBJECTION were received making the following points:

- o It is not appropriate in terms of design and height - the existing buildings in the immediate locality are much lower, they are innovative in their design and incorporate large areas of glass. As can be seen from project document W0318-905A this is not the case in the proposed development.
- o The proposed building is too large for its site - existing local buildings are widely spaced and surrounded by sizeable open green areas. The development would not integrate well with adjacent spaces nor would it enhance the general street scene.
- o The height of the building would overshadow the adjacent office premises leading to loss of light and privacy for the existing occupants of the Ethos building. As can be seen from project document W0318-0450 the proposed building, even at its lowest, is substantially higher than Ethos and very close to it. While it is good to see a revised proposal to reduce the size of the proposed building.
- o Construction materials, the plans are nevertheless for an increase in the number of students to be housed in it.

Further Amended Proposal - 645 bed spaces

Following the resolution of the Planning Committee on 7 August, 2018 to not accept the scheme, which initiated a Cooling off period, the applicant submitted revised/amended plans on 19 September, 2018. The application was re-advertised on site. No public response has been received to the further amended proposal to date.

Original and Amended Proposal - Consultee Comments

Design Commission for Wales - 12 April 2018

The Proposals

The prominent site forms part of the SA1 masterplan. It is bounded by Fabian Way to the north, River Tawe to the west and SA1 developments (of 3-4 storeys) to the east and south. Fabian Way is a 4/5 lane primary vehicle route into Swansea. River frontage runs the length of the site with an existing shared foot and cycle path between Fabian Way and the pedestrian Sail Bridge to the south. The site is currently used as a surface level car park.

Development of purpose-built student housing to provide 635 bed spaces with communal facilities at ground floor, an A3 unit and basement parking (25 car spaces, 130 cycle spaces) is proposed. The proposal is developed from an existing consent (gained via planning appeal) for a 7-9 storey scheme for 500 bed spaces. The current proposal increases unit numbers by introducing a 17-storey tower element adjacent to Fabian Way and an 11-storey tower element towards the centre of the plan. The proposed cladding is buff brickwork.

Main Points

The following points summarise key issues from the review which should be considered to inform any further design work:

Tall Building Design

Any proposal for a tall building on this prominent site will need to address the criteria set out in the local authority's Tall Building Policy, and any deviations from the policy must be clearly justified in term of design quality.

Tall buildings have significant visual and physical impacts on their immediate surroundings and influence views and vistas from further afield. Therefore, it is especially important that design development is based on thorough analysis and an iterative testing of options to justify the proposal and demonstrate that the best solution to form and massing has been reached.

Site and Context Analysis and Urban Design Justification

Regardless of the consented scheme for the site, it is important that any new proposals are based on sound analysis of the site and context, which should highlight the opportunities and constraints to inform a framework for design strategies. Analysis should include consideration of the riverfront location, walking and cycle routes and micro-climate.

This is not a 'landmark' building because it is not a public facility or destination, but it is a prominent corner site in the city, which demands good quality. Analysis and testing of proposals in urban design terms are especially important in order to justify the scheme. The building must be right for its location.

The masterplan for the wider SA1 site should also be taken into consideration.

Site and context analysis should inform the building form, massing and layout and strategies for arrival, entrance, servicing and amenity.

Improving on the Consented Scheme

It is a valid approach to take a critical and analytical view of the consented scheme and to aim to improve upon the quality of it. However, using the consented scheme as a starting point has resulted in many of the problems of the earlier scheme being transferred to the new proposals. These include, but are not limited to the following issues:

- o Lack of external amenity space
- o Poor consideration of landscape design opportunities
- o Entrance location and arrival experience
- o Poor relationship with the riverside
- o 'Left over' spaces around the building

Going back to first principles and developing proposals based on context analysis and the new brief is likely to result in a better building and will be required to justify any additional height proposed. This is likely to result in a design that can be considered substantially different to the consented scheme.

Design Strategies, Form and Layout

As with the consented scheme, the current proposal does not have a strong formal relationship with any of the edges of the site, resulting in lots of left over space which is not valuable to the scheme. A more efficient building footprint, with a strong relationship to the site and a clear strategy for provision of external amenity space and landscape design would be welcome.

Massing studies should be based on the dimensions of an ideal design of a student bedroom and flat/cluster. Different approaches to heights and massing should be tested, and there may be advantages in building higher in one location in order to provide more and better outdoor amenity space elsewhere on the site.

Options for separate buildings as well as one long building form as currently shown should be tested and the results demonstrated as part of the explanation of any proposal that goes forward into a planning application.

Strategies for massing, materials, landscape, entrance and arrival, servicing, energy, circulation etc. should be informed by the analysis and requirements of the brief, and a clear story of the evolution of the design should be presented in the Design and Access Statement.

Public Realm, Landscape and Amenity

It would be beneficial for the architects to work with a landscape architect to fully explore the experience of arrival, amenity and social spaces. The building and landscape should work together to create a great place which people will enjoy spending time in. Current proposals show a lack of connection between inside spaces and landscape. A number of the social ground floor uses would benefit from connections to the outside and views to the river. The internal layout and landscape design should be integrated to get the best value from the opportunities provided by the site.

Maintenance and durability of the landscape elements need to be considered. Trees planted very close to the building are unlikely to survive in the long term and will create maintenance issues. The Commission also encourages the client/design team to work in collaboration with the local authority to propose improvements to the wider public realm which help integrate the building and its site.

Access, Circulation and Legibility

The access, entrance and circulation of the building need careful consideration and will have a significant impact on legibility and the everyday experiences of residents and their visitors. The circuitous vertical circulation for the duplex flats, which involves going up one floor to access the flat before going back down to the room, should be given further thought as it is a key feature of the design.

The entrance location should be informed by urban design studies and it should be legible and easy to find. The landscape design may be a useful tool for guiding people to the main entrance. Positioning the bin store adjacent to the entrance should be avoided. Designing the accommodation and social spaces to be inclusive of a wide variety of students will add value to the project. There may be value in consulting Swansea's Access Group during the design process.

This building should be designed to provide a comfortable 'home' for the students who will live there. It should feel safe and should be intuitive to navigate.

Materials and Detail Design Quality

It can be demonstrated that brick is an appropriate cladding/façade material for this location, and the Commission welcomes the decision to avoid use of render which tends to weather poorly in maritime locations.

The method in which the brick is used and the detail design and articulation of corners and openings will be crucial to the quality of the outcome. The Commission recommends that detailed proposals for the brick work and large scale rendered studies of the bays are included in the planning submission.

It will be useful to study the numerous recent precedents for large brick buildings to understand how quality can be achieved and where problems might be experienced.

Natural Resources Wales - 30 May 2018 - We have significant concerns with the proposed development as submitted. We recommend that you should only grant planning permission if you attach the conditions listed below in relation to Contaminated Land. Without these conditions we would object to the proposed development.

Dwr Cymru / Welsh Water - No objection. Standard Conditions recommended.

Council's Drainage Engineer 31 May 2018 - We have no concerns with the application, all previous recommended conditions remain relevant.

Glamorgan Gwent Archaeological Trust Ltd 1 August, 2018 - You will recall from our responses to the earlier submissions for this development, that we recommended archaeological mitigation works due to the potential for the survival of early peat layers, and more recent industrial remains.

You will recall from our most recent letter of 9 March 2018 that an Archaeological Written Scheme of Investigation (WSI) for the proposed development has been received from Wessex Archaeology (dated February 2018, document reference 202710.1) and that this document meets current professional standards and is fit for purpose. The changes to the layout of the building do not alter our response and are minor in nature; the need for archaeological mitigation remains, and the archaeological WSI is still fit for purpose.

CADW 27 July 2018

Located within a 1km buffer of the application area are scheduled monuments:

Swansea Castle (GM012)

Original Swansea Castle (GM441).

GM012 Swansea Castle consists of the remains of a castle dating to the medieval period. Swansea Castle stands on a cliff top, below which the River Tawe originally flowed, and its position was strategic: it commanded the lowest crossing of the river, the main east-west route in south Wales, and a good harbour. The remains visible today are only a small part of the latest castle on the site, which in its heyday in the late 13th century stretched from Welcome Lane in the north to Caer Street in the south, and from the cliff top in the east almost to Princess Way in the west. (The first phases of castle building found to the north are scheduled under GM441).

GM441 Original Swansea Castle consists of the remains of the first phases of Swansea Castle. The castle stands on the crest of a north-south gravel scarp, bounded on the east by the navigable River Tawe (now represented by The Strand). Its position was strategic: it commanded the lowest crossing of the river, the main east-west route in south Wales, and a good harbour.

The proposed building will be visible from these scheduled monuments. However it will be located in an area where tall buildings have already occurred; the damage to the setting of the scheduled monuments is considered to be slight and not significant.

Further comment - amended plans

Assessment

Located within a 1km buffer of the application area are scheduled monuments:

Swansea Castle (GM012)

Original Swansea Castle (GM441)

The amendments received on 20 July 2018 relate to both minor and major details of design and landscaping; however the principal change is to the massing and maximum height of the building which is now not to exceed 9 floors whereas previously parts of the building were to be up to 14 floors. This change in particular will reduce the impact on the setting of the above scheduled monuments though not sufficiently so to alter the original conclusion that slight though not significant damage to setting of the scheduled monuments will result from the proposal.

Pollution Control Team - we would impose the same conditions again.

Ecology - The site has very little ecological value at present; no protected/priority species or sites will be impacted by the development.

Consultee Comments on the Revised Scheme Received 19 September 2018

Highway Authority - 23 October 2018

Construction of purpose built student accommodation between 7 and 9 storeys (645 bedspaces) with ancillary community facilities/services, 1 no. Class A3 ground floor unit, car and cycle parking, servicing area, refuse store, associated engineering, drainage, infrastructure and landscaped public realm

Plot 1A Kings Road Swansea SA1 8PH

1. Introduction

1.1 This application is for a planning permission for works as outlined above and follows a number of planning application on this site.

1.2 The site is located on Site A1 of the Swansea SA1 development. It is bounded by the river Tawe to the west, Fabian Way to the north, and Kings Road to the east. The site is located approximately 850m east of Swansea City Centre.

1.3 Original masterplans promoted mixed use employment, variations were applied through the recent years up until 2015/16. More recently the application site was the subject of a recent grant of planning permission through the appeal process (APP/B6855/A/16/3164052) for a scheme with proposals for student accommodation 500 bedrooms; ancillary parking (Planning Reference 2016/1511).

1.4 This recent application has benefitted from a pre-application consultation process on scheme comprising 637 bed spaces and 23 car parking spaces, which received comments from the Highway Authority. These comments will be used as reference in this consultation response.

1.5 In addition to the proposed and consented planning uses set out in the above summary the site currently operates as a car park providing around 100 spaces on a temporary basis, with the permission set to expire in 2020. At the time of writing the car park has been closed and fenced off to prevent use.

1.6 In order to assess the impact of the development, a Transport Statement was submitted with the full planning application on behalf of the applicant NMJ Property Development Ltd.,

prepared by Ove Arup & Partners Cardiff. This was submitted on the basis of a scheme of 667 bed spaces. This has since been adjusted to 645 bed spaces.

2. Vehicular Access and Traffic

2.1 The vehicular access to the existing temporary site is currently gained off an existing highway with a single direct vehicular access off Kings Road, operating as a priority junction.

2.2 Pedestrian access is not limited and pedestrian can walk through the site to footways at any point along the Kings Road frontage. Kings Road has pedestrian footways on both sides of the carriageway. There is a road bridge with pedestrian provision near the site crossing the River towards Swansea City Centre. The site is located in a reasonably sustainable location with access to public transport (bus) and a number of local amenities within a short walk.

2.3 The Transport Statement indicated that the Highway Network could accommodate the additional traffic generated by the proposal. The scheme was assessed in accordance with the National Database TRICS, although the final TRICS outputs are missing from the Appendices. The document compared those trips generated by the proposed student/mixed use development, including the consented scheme of 500 bed spaces, the pre-application masterplan of 637 bed spaces and the application of 645 bed spaces with the existing car park and the previously consented office development.

The Transport Statement showed that the existing car park generates 71 two-way vehicular movements in the a.m. peak (08.00-09.00) compared to 33 for the proposed student/mixed use development (667 bed spaces). In the p.m. peak (17.00 to 18.00) the relative figures are 51 for the car park use and 27 for the proposed student/mixed use (667 bed spaces). The site was included within the outline consent as office accommodation and the relative figures for this use class are 151 vehicle trips in the a.m. and 128 vehicle trips for the p.m. peak. It is seen therefore that there are less vehicular movements associated with the proposed use.

Overall in terms of the period from 0700 to 1900 there are 354 vehicular movements predicted yet only 26, plus one disabled use, parking spaces are being provided.

Multi modal trip rates have been calculated and as expected there is an increase in cycle, pedestrian and with public transport trips but given the low number of trips generated by cars then it is evident the majority of trips will be via cycle, public transport and on foot.

The proposal will generate more traffic than the now consented 500 bed space scheme but is likely to generate fewer car movements when compared to the existing car park use, or the consented office use, although this is treated as indicative given that it is this application's interpretation, but will bring about an increase in walking, cycling and public transport usage by virtue of minimal car parking being provided. The relative trips in the 12 hour period between (0700 to 1900) are 1530 trips on foot, 186 using public transport and 14 on cycles although the Swansea cycle usage figures have been proved to be significantly higher than the TRICS data would suggest in this case.

2.4 It is agreed that the student accommodation will generate less vehicular traffic at the proposed site due to the limited parking facilities provided and nature of the end users. A section 106 Agreement linking to the tenancy agreement will be required to ensure that students taking up residence do not own cars and bring them to the site or the surrounding area as there is no parking provided for this purpose. The enforcement of resident reporting procedures is not

something which can be implemented and therefore more thought and appropriate planning needs to take place.

2.5 The thrust of land use and transport policy is to promote and encourage the choice of walking/cycling above all else where travel needs to occur. It is reasonable to assume that walking is a viable and growing means of travel and this development should be designed to promote it. The section 106 Contributions which are secured as part of the consented 500 bed space scheme being to provide infrastructure supports this thrust and this response will set out further measures in light of the 145 additional students / bed spaces that are being applied for.

2.6 As has been set out already policy encourages and promotes sustainable travel modes i.e. non car modes of transport. With this in mind the previous application consultation response set out that for the level of development then proposed at 500 bed spaces, under the Highways Section 106 contribution a sum of up to £147,000 could have been requested to enhance cycle/walking/public transport routes.

At that time the outcome of internal discussions determined that two broad sectors required investment, to improve pedestrian connectivity and public transport enhancements.

Existing Section 106 Agreements Items:

The contributions that were sought and agreed previously are as follows:

Improving Pedestrian Connectivity.

1. Fabian Way / King's Rd junction. Relocation of the Fabian Way pedestrian crossing phase to a more conventional location to the East side of the junction.

Budget Estimate £30 - £35k.

Public Transport Enhancements

2. Fabian Way / King's Road junction. Introduction of bus priority, for buses exiting King's Road.

Use of pole mounted card reader, to enact priority call for buses serving SA1 Budget Estimate £15-£20k

3. Amendments to inbound Fabian Way bus lane. Remove the dedicated bus stage, and remodel the island to create a give way arrangement to allow buses to reach the front of the queue. Budget Estimate £40k

4. Eastbank Way / Delhi St: Modifications to triangular island in centre of junction to allow vehicles from Second Tawe bridge to progress towards Fabian Way when right turn link is full. Budget Estimate £8-10k

Thus the total contribution that was requested and understood to be attached to the previous permission is £99,000 (or £93,000 to £105,000). The development would fully fund these items in their entirety with no need to pool resources from any other related development.

Required Further Section 106 Agreement Items:

2.7 The proposals would result in 145 bed spaces above that which has already been consented. This would equate to an additional requirement of up to £49,000 for Highways Section 106 contributions.

As before internal discussions determined that two broad sectors required investment, to improve pedestrian and cyclist connectivity and public transport enhancements. The proposals rely heavily on these forms of travel in the reasoning for low parking provision.

Improving Pedestrian Connectivity.

1. Fabian Way / King's Rd junction. Modification of the existing crossing, following the implementation of the previously agreed infrastructure to improve pedestrian and cyclist journey and junction efficiency to accommodate proposed demand. Budget Estimate £15 - £20k.

Public Transport Enhancements

2. Upgrade of the westbound bus stop on Fabian Way from current flag and pole arrangement. Requirement for a shelter to provide dry waiting facilities with seating and live service information.
Budget Estimate £15 - £20k.

The total additional contribution sought would be £30 - £40k, which sits within the range that could be requested. The development could fully fund these items without further pooling of contribution required.

3. Car Parking

3.1 The development has been assessed against adopted parking guidelines and fails to meet the standards for 'managed student accommodation' with provision of 26 general car parking spaces within the basement and one disabled access provided on ground floor level.

This level of parking provision has increased from the 23 proposed for the 500 bed space consented scheme. The pre-application submission also proposed 23 parking spaces for a scheme comprising 637 bed spaces. For the level of development 89 spaces should be provided. The applicant has justified this reduced level of parking by referring to other developments that have been consented with lesser levels of car parking that the standards advise. There are also references to the parking zones although the site does not fall into Zone 1 or 2.

3.2 Local experience confirms that there are existing and ongoing parking issues in Port Tennant and St Thomas wards due, in part, to workers from the SA1 development using the residential streets for parking during the day time. Given that the parking for the student accommodation is below CCS standard it is reasonable to assume that the parking problems already evident could be compounded by this shortfall. The use of the 'managed student' category is in itself a significant reduction from the normal C3 Category. The parking standards inherently allow for on site parking management in their low parking provision, therefore this further departure in the Highway Authority's view, does increase the potential for overspill parking.

3.3 Due to this significant departure and lack of parking for the student element there is a requirement for a highly effective management scheme to ensure that all the limited parking

spaces are managed effectively (including for the ancillary uses) and to ensure that maintenance/servicing can be satisfactorily accommodated.

3.4 The parking management scheme was referenced within the supporting Transport Statement and Travel Plan and can be included as a condition should consent be granted. As mentioned above, the plan relied upon unenforceable measures, therefore alternative methods should be used, and the condition should make provision for agreement with the Highway Authority before it can be discharged. It would be required within that plan to be demonstrated how the number of spaces (26) will be allocated to the number of students (667) so that there is not the event of a free for all where students will still feel it is possible own a car and have chance parking in or near the development. The document will need to include the start of term drop offs and end of term pick ups as there will be a significant increase in cars which will be attempting to visit the site which cannot be accommodated within the site curtilage.

3.5 The proposed vehicular access to the basement level parking area is via an existing ramp which forms a junction with Kings Road and at present serves an adjoining property. The ramp is two way and controlled with entry and exit barriers. The method of future control will need to be identified and presented.

3.6 The proposed parking layout has changed through the planning process most recently between the pre-application submission and this planning application. The pre-application basement parking layout received a number of comments and observations from the Highway Authority as part of the consultation process. These comments included identification of inaccessible spaces safety issues which would have resulted in the vehicular parking provision being effectively reduced. In this planning application these concerns have been largely overcome, this has been achieved through separation of the car parking from cycle parking and plant locations.

3.7 Cycle parking has been relocated to the ground floor, as has the one disabled parking bay. The number of cycle parking has reduced to 206 despite the larger number of bed spaces[NOTE cannot confirm from the current proposals]. This equates to around two thirds of the parking requirements as set out in the SPG. There is no noticeable motorcycle parking provided within the proposals, the requirement is for 5% of the total car parking provision.

3.8 The disabled parking provision has been reviewed as part of the pre- application consultation and the advised as requiring 1.2 metres around three sides to accord with the appropriate standards. This still does not appear to have been fully addressed and will be required.

3.9 For background, it has been reported previously that a high number of objections have been received regarding the loss of the parking facility and the impact that this will consequently have on businesses in the area. However, this car park was originally created as a temporary measure and was always intended as a development plot.

4. Pedestrian and Cycle Access

4.1 Pedestrian facilities are to be enhanced by the development, through the infrastructure requirements identified as part of both the consented scheme and at this time for this application. A sum of £129,000 to £139,000 in total will be requested (which is less than the maximum that could be requested in both the consented and current time) in line with the SPG

on Highways contributions. The full details of the proposed works have been outlined above (section 2.6 to 2.7).

4.2 Whilst Highways are not supportive of the application on the basis of insufficient parking being provided it is considered prudent to include relevant and necessary conditions that could be applied if Planning Committee were minded to approve the application on the basis of city centre regeneration.

4.3 [NOTE: could not confirm in the current proposals] Cycle parking is provided in two formats at ground level, secure internal and cycle stand external, the split is 156 and 50 spaces, respectively. This falls short of the SPG cycle parking standards which require one stand per two bedrooms (334 stands), which is significantly short on provision. A condition could be added to tie into the travel plan so that if the ongoing student travel surveys show that demand is outstripping supply then additional facilities can be provided to meet the increasing demand.

4.4 In terms of pedestrian routes, the requirement for section 106 contributions has been set out in detail in the above report. The monies will be used to enhance the route from the site across Fabian Way towards to wards of St Thomas/Port Tennant, as part of the consented scheme commitments. In addition to this, the current requirement is that further modifications are made to the existing controlled crossing arrangement at the Kings Road arm of the Fabian Way junction.

5. Public Transport

5.1 The site is currently served by a frequent bus service. The site is located within a short walk to the Quadrant Bus station where trips can be made further afield. It is not considered that there are any improvements needed to improve the frequency given the existing levels of service provision. However, the existing infrastructure that supports services will require upgrading to continue to provide an attractive alternative to driving. A bus shelter with seating and live service information is considered to be required. The details are set out in the above relevant sections.

5.2 The train Station can be reached on foot but it would be more convenient to catch a bus for the short trip up to High Street Station with links to UK and beyond.

6. Highways Infrastructure

6.1 If the application receives planning consent then the applicant will be required to make a contribution of £129,000 to £139,000 towards works as outlined in sections 2.6 to 2.7.

6.2 The redevelopment of the site will also require reinstatement of the existing vehicular crossing and a new dropped kerb crossover for the single car parking space. The ramp access will remain as existing. The road is not adopted but is subject to a section 38 Agreement between the Welsh Government and CCS. These works will need to be undertaken to Highway Authority Standards and Specification.

7. Conclusions

7.1. The Transport Statement indicated that the development will not result in a material increase in car usage and associated congestion, subject to the mitigation measures proposed and a robust tenancy agreement to prevent car ownership. The vehicular movements were

shown to be less than those associated with the current car park use or with the consented office use.

7.2 Pedestrian and cycle facilities will be catered for within the development in conjunction with the contents of the Section 106 and the proposed building layout and the provision of cycle storage and new pedestrian footways.

7.3 The use of the incorporation of the tenancy agreement into the Section 106 agreement should ensure that car use is minimized.

7.4 As has been promoted throughout the applications for student accommodation, the parking provision falls substantially short of that outlined in the parking standards. The applicant justification for lower levels to be suitable is not accepted by the Highway Authority. The Inspector's decision on the appeal scheme for 500 bed spaces is noted that the low parking provision may encourage lower car use. However it is considered that the low levels of parking provided could give rise to overspill parking in the associated adjacent wards to the detriment of the existing residents provision. The parking standards for student managed accommodation inherently already takes into consideration the use of tenancy agreements so a further reduction from the already reduced standards cannot be justified.

8. Recommendations

8.1 Whilst the Highway Authority is not supportive of the development on the grounds that insufficient parking is being provided to support the proposed development. There is no objection raised.

Note: Being mindful of the aspiration to regenerate Swansea City Centre if the resolution is to approve the development then I suggest the following conditions as per Highways Appendix 1 in order to mitigate for the impact of the development:

HIGHWAYS APPENDIX 1

- i. All reinstatement and new vehicular accesses being completed to Highway Authority Standards and Specification.
- ii. The Section 106 to include details of a parking management scheme for the parking within the basement area. The document should make specific reference to general day to day management as well as the pick ups and drop offs which have the potential to bring more vehicles than can be accommodated at once.
- iii. The Section 106 to include the tenancy agreement to ensure that there is a mechanism for dealing with failure to comply with the parking management regime, in the interests of highway safety as the parking for 'managed student accommodation' is significantly lower than unrestricted residential uses.
- iv. The Section 106 to include the financial contributions as outlined above in section 2.6 to 2.7 for the works to provide the pedestrian and public transport enhancements at a value of £129,000 to £139,000.
- v. I recommend that the applicant be required to submit a Travel Plan for approval within 12 months of consent and that the Travel Plan be implemented prior to the beneficial use of the building commencing. This should include an adequate period of monitoring at the Developer's expense with the results to be submitted to the LPA.
- vi. Prior to any works commencing on the site, a Construction Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved

traffic management plan shall be implemented and adhered to at all times unless otherwise agreed by the Local Planning Authority.

vii. The applicant to provide an annual review of cycle usage to the LPA and if it is deemed that the cycle storage availability is oversubscribed then the applicant will be required to find additional storage facilities in accordance with details to be submitted to the LPA for approval.

viii. The development should be occupied by registered students only, in the interests of highway safety.

Urban Design and Conservation Team- Heritage and Placemaking Consultation - 16 October 2018

Plot A1 lies within the SA1 dockland regeneration area where the University of Wales Trinity St David Innovation Quarter is due to open in September 2018.

This site has a complex raft of past consents

- o 2016/1511/Ful Initial scheme allowed at Appeal
- o 2018/0966/NMA Application approved to amend basement area
- o 2018/0951/S73 Application approved to amend elevations/ footprint within volume of approved massing

The current application (2018/1023) seeks to increase number of bedrooms from 500 to 645 whilst staying within the volume of the approved 7-9 storey massing and maintaining the elevation design approved under applicant 2018/0951.

The principle of purpose built student accommodation and general massing/ architecture has been established on site this by the past consents.

The design team did explore significantly increased massing to accommodate approx 650 student rooms. This comprised amending the northern extent to a tower that varied from 17-14 stories, plus a middle tower of 12 stories. The issue was that these towers did not appear elegant and slender in accordance with the adopted Tall Building Strategy SPG, plus with reference to the verified visual assessment, the additional height and massing was considered to have a dominating effect on key areas of the city. It was not possible to mitigate the negative effects of the towers and therefore this earlier tower proposal could not be supported by officers. Therefore the applicant reverted to the approved massing and significant revised the internal floor plans to accommodate the additional 145 rooms over the approved 500 rooms.

To accommodate some of the additional 145 bedroom, the current proposals reduces the extent of the communal spaces and active ground floor frontage in comparison to the earlier NMA scheme. This will result in a very weak ground floor integration with the SA1 public realm river walkway. The active frontages to commercial and communal areas are especially important to ensure a lively and safe interface with the external public areas. Plus there are an increased number of student bedrooms proposed at ground floor and further details of how a 'defensible space' will be provided for these units to ensure adequate privacy need via condition.

The current proposal maintains the approved elevation design stepping from 7 storeys in the south to 9 storeys in the north adjacent to the Tawe Bridge gateway. The linear east west elevations are broken by cross wings at the ends and centre, plus these elevations are further articulated by projecting/ stepped facades, grouping windows and the use of two contrasting colour materials (potentially brick and certainly not render).

The acceptability of the 7 to 9 storey massing has been confirmed by the previous consents and this application does not increase the proposed massing. It is acknowledged that the approved massing is significant and is possibly the maximum visual capacity of this prominent site. As previously indicated it will become a prominent gateway building at the Tawe crossing as a marker for the mixed uses within SA1.

Approval is recommended on balance with conditions as follows:

- o Composite material sample panel on site
- o Large scale drawn details of: Entrance, Typical windows in their openings, Coping details, Reveals and façade stepping details, Ground floor grills
- o Details of defensible space/ privacy screen for ground floor bedrooms

APPRAISAL

Application Site and Surroundings

The application site is known as plot A1 within the SA1 Swansea Waterfront development and provides an important gateway when approaching the City Centre from the East along Fabian Way. It comprises of a roughly rectangular parcel of land to the West of Kings Road and bounded by the River Tawe and the promenade riverside walkway. The site was previously used as a temporary car park but this has now closed.

Background

Planning permission for the construction of a purpose built student accommodation between 7 and 9 storeys (500 bedspaces) with ancillary community facilities/ services, 1 no. Class A3 ground floor unit, car and cycle parking, servicing area, refuse store, associated engineering, drainage, infrastructure and landscaped public realm was granted under a Planning Appeal on 29 June, 2017 (Ref:2016/1511).

Since the Appeal decision, the current developer has submitted a Non Material Amendment application to planning permission 2016/1511 to vary the wording of Conditions 6 (Wind Mitigation); 12 (Drainage); 19 (Sound Insulation); 21 (Noise Mitigation); 23 (Landscaping) from pre-commencement requirements to approval prior to commencement of superstructure works (Ref:2018/0737/NMA). The Local Planning Authority considered that these minor changes would be non-material to the scheme and the NMA application was subsequently approved.

Additionally, an application to discharge conditions 8 (Contamination), 11 (Piling Operations), 14 (Historic environment) 15 (CPMP) has been approved (Ref: 2018/0382/DOC) and also a further Non Material Amendment has been granted to allow amendments to the layout of the basement retaining a total of 26 no car parking spaces (Ref: 2018/0966/NMA). Development work has recently commenced on site in accordance with the approved scheme ref: 2016/1511.

A Section 73 application was reported to the Planning Committee in July (Ref: 2018/0951/S73) in relation to a revised building footprint and envelope. The revised proposal would result in minor changes to the external appearance of the building including the fenestration arrangement, however, the overall height and building envelope would not exceed that of the approved scheme (Ref: 2016/1511).

Current Proposal

The scheme as originally submitted sought consent for the construction of purpose built student accommodation between 7 and 14 storeys (667 bedspaces). The revised proposal which was reported to Planning Committee on 7 August 2018 was for the construction of a purpose built student accommodation between 7 and 9 storeys only for 591 bedspaces whilst staying within the volume of the approved 7-9 storey massing and maintaining the elevation design approved under the Section 73 application 2018/0951/ S73. The application is accompanied by a massing comparison document which indicates that the revised proposal is comparable to the building envelope under the Section 73 application 2018/0951/ S73.

The original proposal sought to make a significant amendment to the massing of the approved scheme in order to accommodate 667 student rooms. This comprised amending the northern extent to a tower that varied from 17-14 stories, plus a middle tower of 12 stories. The issue was that these towers did not appear elegant and slender in accordance with the adopted Tall Building Strategy SPG, plus with reference to the verified visual assessment, the additional height and massing was considered to have a dominating effect on key areas of the city. This earlier proposal would not have been supported by officers and therefore the applicants reverted to the approved massing and refined the floor plans to accommodate the additional 91 rooms over the approved 500 rooms.

It is now indicated by the applicants that due to project viability, the current proposal has been amended to 645 bedspaces within the approved massing and the building envelope of the scheme approved under the Section 73 application 2018/0951/S73, and have made the following points:

- o The additional bed spaces will be delivered within the same building envelope as the 591 and also that of the consented 500 bed space scheme.
- o The increase in the quantum of development has been achieved by:
 - i) Changing the internal mix of apartment types.
 - ii) Increasing the number of individual studios to create a more efficient floor plan.
 - iii) The cluster apartments have increased in size from an average of 6 bed units to 8 bed units thereby enabling a reduction in kitchen/dining space, whilst maintaining the highest standards of internal design.
- o There would be a total of 27 car parking spaces, which would result in an additional car parking space in excess of that resulting from the ratio agreed for the 591 scheme.

In relation to scheme viability, the applicants indicate that they finalised their viability appraisals of the various development scenarios. The current scheme for 645 bedspaces achieves a return below 14% on GDV and indicate this is well below the typical return of 20% a developer would expect.

Elevational Changes

The applicants have listed the proposed changes to the elevational treatment (compared to the S73 application) are as follows:

- o Sections of the façade have been broken down into distinct 'objects', linked by the recess at high level which is more pronounced than before.

- o The recess is a darker brick tone than the main mass which gives more apparent depth to the distinct blocks.
- o There is further careful articulation of the roofline which reinforces the appearance of separate blocks.
- o Brick banding has been removed to present a more elegant / slender appearance of each block.
- o The pattern of fenestration has changed with taller windows at the top floors and single windows below. This gives more of a traditional top/middle/base appearance.
- o Single windows give more visual interest in place of the banding & the grouping and spacing of windows from left to right is more regular
- o More differentiation has been given between the main blocks and connecting elements at ground and first floor to increase legibility at street level

Main Issues

As indicated the principle of this development was granted under the Appeal decision (ref: 2016/1511) and the Section 73 application under Ref: 2018/0951/S73 and the main issues in relation to this revised proposal relate to the townscape and visual impact and the highways, traffic, car parking, access and pedestrian movements including waste management.

Townscape and Visual Impact

The proposed building which is set to be located on the gateway approach into the city along Fabian Way would be a key element and therefore needs to be appropriate in terms of its mass, form and design and respond to the context of the surrounding urban environment in a positive manner. The policy position, set out primarily in policies EV1, EV2, EV4, EC2, AS2 and CC5, and supported through Supplementary Planning Guidance requires that new development be, amongst other criteria, appropriate to its local context in terms of scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density. Furthermore development should integrate effectively with adjacent spaces and the public realm to create good quality townscape.

The proposal would introduce a significant level of student accommodation which will increase the vitality of the SA1 regeneration area in very close proximity to the city core. It is an independent proposal that complements the UWTSD proposals for the Innovation Quarter in the southern area of SA1.

In respect of the principle of the development at this location, the Council refused the original planning application for the development based upon its alleged conflict with the SA1 Masterplan in terms of the form of use being proposed, however, the inspector in reaching a decision on the appeal concluded *"whilst I acknowledge that the development would represent a clear departure from the approved masterplan, I consider the general principle of location the proposed purpose built student accommodation at the appeal site to be acceptable and in accordance with the general thrust of Policies EC1 and EC2 of the adopted UDP."*

The Council had raised concern and refused the original application based upon its scale, form and design and its impact upon the character and appearance of the area, the Appeal Inspector however concluded that the *"proposed development would be appropriate to its local context in terms of its scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density. I also consider that it would integrate effectively with adjacent spaces, create a good quality townscape and represent a suitable design solution given the overall vision of*

creating a mixed use urban place through the SA1 regeneration, whilst also creating a 'gateway' building upon a key approach into the city centre. Accordingly, I find no conflict with Policy EV1 which seeks to ensure that new developments accord with the principles of good design. For the same reasons, I also find no conflict with Policy EC2 which, amongst other things, seeks to ensure that developments within SA1 Swansea Waterfront area integrate with existing areas and are of a high standard of design."

As indicated above, the revised proposal is comparable to the building envelope under the Section 73 application 2018/0951/S73, and proposes various changes to the external appearance of the building, these relate to the fenestration arrangement and the external materials consisting of brick and large glazed windows remain consistent to the approved scheme. The changes being proposed are considered to be minor material changes to the consented scheme and given that there will be no change to the overall height, the building envelope would not exceed that of the consented scheme and the elevation changes result in no significant alteration to the overall design or form of development it is considered that the development is acceptable in relation to its townscape and visual impact and complies with the requirements of policies EV1 and EC2 of the Unitary Development Plan.

Highways, Traffic and Parking Impact

Further to the above the original application was also refused due to the extent of the parking provision resulting in increased pressure for on-street parking to the detriment of highway safety in the surrounding area. However, the Inspector concluded on this issue *"On the basis that the arrival and departure of students, as well as on-going traffic, cycle and pedestrian matters could be adequately regulated by an approved Travel Plan, and that issues of indiscriminate parking could be effectively enforced through civil enforcement processes, I see no reason why the proposed development would give rise to levels of indiscriminate parking that would represent a material threat to highway safety. Consequently, I find that the proposed development would accord with the general thrust of Policy AS6 of the adopted UDP which is framed within the context of preventing developments that would give rise to vehicle congestion and/ or highway safety concerns. I note the conflict with the adopted parking standards. However, for the reasons set out above, I consider the departure from such standards to be wholly justified in this case"*.

Whilst the Highway Authority is not supportive of the development on the grounds that insufficient parking is being provided to support the proposed development, there are no highway objections to the current scheme, notwithstanding the increase in student bedspaces from 500 to 645. The Transport Statement has indicated that the development will not result in a material increase in car usage and associated congestion, subject to the mitigation measures proposed and a robust tenancy agreement to prevent car ownership.

As part of the former appeal decision the applicant entered into a Unilateral Undertaking under Section 106 of the Town and Country Planning Act (1990) which provided for the payment of a highway infrastructure contribution of £99,000 and provisions to manage student car parking. In order to ensure that this new permission is also bound to the original terms, a variation to the Unilateral Undertaking or a new Section 106 Planning Obligation will be required as part of the planning permission.

As a result of the increase in the number of bedspaces to that already consented, the Highway Authority have identified a requirement for additional Section 106 contributions to improve pedestrian and cyclist connectivity and public transport enhancements. The proposals rely heavily on these forms of travel in the reasoning for low parking provision. These are:

Improving Pedestrian Connectivity.

1. Fabian Way / King's Rd junction. Modification of the existing crossing, following the implementation of the previously agreed infrastructure to improve pedestrian and cyclist safety and junction efficiency to accommodate proposed demand - Budget Estimate £15 - £20k.

Public Transport Enhancements

2. Upgrade of the westbound bus stop on Fabian Way from current flag and pole arrangement. Requirement for a shelter to provide dry waiting facilities with seating and live service information - Budget Estimate £15 - £20k.

The total additional contribution sought would be £30 - £40k, which sits within the maximum range that could be requested.

Waste Management

The applicants have submitted a Waste Management Strategy as part of the application (October 2018). This highlights the dedicated internal area for waste and recycling storage on the ground floor. The collections will be provided by a private waste collection company or a paid for service provided by Swansea Council on a weekly basis as required. This will be monitored by the operator and should the need arise for more collections due to the amount of waste then this will be organised. The staff will be responsible for monitoring and managing the waste collection. The waste collection vehicles will access the waste storage area from Kings Road.

The Head of Waste, Parks and Cleansing has indicated that since attending the Planning Committee meeting on 7th August, waste management are currently considering introducing the approach, for purpose built student flats, of collecting on the one day per fortnight as per our schedule of domestic collections and that any additional collections over and above the fortnightly collection will be carried out on a commercial basis and charged for at the current rate for commercial waste collections.

The Head of Waste, Parks and Cleansing has been consulted on the Waste Management Strategy and makes the following comment:

"Waste Management will not make any further objection at the Planning committee meeting. This does not imply that Swansea Council waste management department are 100% satisfied with the overall design of the wheel bin area and access for vehicles, but we remain in favour of Clause 3.1 "The collections will be provided by a private waste collection company or a paid for service provided by Swansea Council on a weekly basis as required". "From this statement, should the planning application be approved, Swansea Council are not committing themselves to be the sole provider of a waste and recycling service."

On the basis of the information provided it can be regarded that the application is acceptable in relation to waste management.

Conclusion

It is considered that the revised proposal would result in an acceptable form of development in this instance that complies with the requirements of policies set out in the City and County of

Swansea Unitary Development Plan (Adopted 2008). Approval is therefore recommended subject to the developers entering into a Section 106 Agreement in relation to future car parking management, provision of a planning obligation amounting to the original requirement of £99,000 for specific enhancements to the pedestrian and public transport network together with the additional requirement for £40,000 and subject to a schedule of planning conditions to control the development and its form. Several of the details reserved under the conditions have been approved and the wording of the conditions therefore needs to be updated to reflect the current situation and in particular with reference to the condition discharge application references.

Regard has been given to the duty to improve the economic, social, environmental and cultural well-being of Wales, in accordance with the sustainable development principle, under Part 2, Section 3 of the Well-Being of Future Generations (Wales) Act 2015 ("the WBFG Act"). In reaching this recommendation, the Local Planning Authority has taken account of the ways of working set out at Part 2, Section 5 of the WBFG Act and consider that this recommendation is in accordance with the sustainable development principle through its contribution towards one or more of the public bodies' well-being objectives set out as required by Part 2, Section 9 of the WBFG Act. There are considered to be no additional issues arising from the provisions of the Human Rights Act.

RECOMMENDATION

APPROVE, subject to the completion of a new Section 106 Planning Obligation Unilateral Undertaking (UU) re-instigating the existing provisions of the UU submitted under the Appeal to Planning Permission ref: 2016/1511 as specified below:

Highway Infrastructure

o Financial contributions to the sum of £139,000 to fund:

- a. Fabian Way / King's Rd junction. Relocation of the Fabian Way pedestrian crossing phase to a more conventional location to the East side of the junction in order to improve pedestrian connectivity.
- b. Fabian Way / King's Road junction. Introduction of bus priority, for buses exiting King's Road. Use of pole mounted card reader, to enact priority call for buses serving SA1 in order to improve public transport.
- c. Amendments to inbound Fabian Way bus lane. Remove the dedicated bus stage, and remodel the island to create a give way arrangement to allow buses to reach the front of the queue in order to improve public transport.
- d. Eastbank Way / Delhi St: Modifications to triangular island in centre of junction to allow vehicles from Second Tawe bridge to progress towards Fabian Way when right turn link is full in order to improve public transport.
- e. Fabian Way / King's Rd junction. Modification of the existing crossing, following the implementation of the previously agreed infrastructure to improve pedestrian and cyclist safety and junction efficiency to accommodate proposed demand - Budget Estimate £15 - £20k.

f. Upgrade of the westbound bus stop on Fabian Way from current flag and pole arrangement. Requirement for a shelter to provide dry waiting facilities with seating and live service information - Budget Estimate £15 - £20k.

Car Parking Management

o The provision of a mechanism to deal with the control of 'on-site' car parking through the production and agreement of a Tenancy Agreement.

Section 106 Management and Monitoring Fee

Costs incurred against the management of the obligation are based upon 2% of the value of the planning obligations = £2780.

and subject to the conditions that follow

If the Section 106 Obligation is not completed within 3 months of the foregoing resolution then delegated powers be given to the Head of Planning and City Regeneration to exercise discretion to refuse the application on the grounds of non-compliance with policies AS1,AS6, EV1, EV3 and HC17 of the City and County of Swansea Unitary Development Plan (November 2008).

- 1 The development hereby permitted shall begin not later than five years from the date of this decision.

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act, 1990.

- 2 The development shall be carried out in accordance with the following approved plans and documents:
W0318 - 0150A - Site Context Plan;
W0318 - 0110a - Existing Site Plan - plans received 2 May, 2018;
17-79-PL-204 - 207 Planting Plans - plans received 2 July, 2018
W0318B Typical Bay Arrangement; W0318-420-423 rev B- Sections; ; 17-79-PL-201 to 207 Landscaping details; W0318-0317 Typical Details & W0318-905A - Details of Typical Elevations - additional plans received 17 July, 2018.
W0318-0250- 0260 Rev C Basement to Level 9 (Roof Plan); W0318-0310 - 0315 Rev C Elevations; W0318-420 - 423 Rev C Site Sections - Amended plans plans received 19 September, 2018;
17 -79-PL-218 Rev B Illustrative Landscape Masterplan - amended plan received 20, September 2018;

Reason: For the avoidance of doubt and to ensure compliance with the approved plans.

- 3 Prior to the development of any superstructure works, samples of all external finishes together with their precise pattern and distribution on the development shall be submitted to and approved in writing by the Local Planning Authority. Composite sample panels shall be erected on site for the duration of the works and the development shall be carried out in accordance with the approved details.

Reason: To ensure a proper standard of development and appearance in the interests of conserving the amenities and architectural character of the area

- 4 Prior to the commencement of any superstructure works, details of the following at a scale of 1:10 or other appropriate large scale shall be submitted to and approved in writing by the Local Planning Authority:
- o Typical windows and doors within their openings, including vent and spandrel panel;
 - o Coping and Parapet details;
 - o Reveal and facade stepping details;
 - o Ground floor grills and
 - o Details of defensible space/ privacy screen for ground floor bedrooms

The development shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of visual amenity

- 5 Prior to the commencement of any superstructure works, details of all public realm works, including details of the parking for a refuse truck, shall be submitted to and approved in writing by the Local Planning Authority. Development shall thereafter take place in accordance with the approved details.

Reason: In the interests of visual amenity and the character and appearance of the area.

- 6 Notwithstanding the details shown on the approved plans, details of all wind mitigation measures shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any superstructure works. The proposed mitigation measures shall be referenced to a revised wind analysis and shall be implemented in accordance with the approved scheme prior to the first beneficial occupation of the building hereby permitted and retained thereafter for the lifetime of the approved development.

Reason: In the interests of visual amenity and to ensure that the wind mitigation measures create an acceptable wind microclimate in and around the development.

- 7 Prior to the occupation of the development, a Refuse and Recycling Strategy (including the provision of storage facilities within the site) shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented and operated in accordance with the approved Refuse and Recycling Strategy for the lifetime of the development.

Reason: To enable the developer to present a coherent plan for the provision of waste management and collection from the site.

- 8 The development shall be implemented in accordance with the Geo-environmental Desk Study, Geotechnical / Geo-environmental Interpretative Report and the Remediation Implementation and Verification Plan approved under condition discharge ref: 2018/0382/DOC.

Reason: Natural Resources Wales considers that the controlled waters at this site are of high environmental sensitivity, being, adjacent to the River Tawe and contamination is known/strongly suspected at the site due to its previous industrial uses.

- 9 Prior to occupation of any part of the approved development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring

and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the Local Planning Authority.

Reason: To demonstrate that the remediation criteria relating to controlled waters have been met, and (if necessary) to secure longer-term monitoring of groundwater quality. This will ensure that there are no longer remaining unacceptable risks to controlled waters following remediation of the site.

- 10 Reports on monitoring, maintenance and any contingency action carried out in accordance with a long-term monitoring and maintenance plan shall be submitted to the Local Planning Authority as set out in that plan. On completion of the monitoring programme a final report demonstrating that all long-term site remediation criteria have been met and documenting the decision to cease monitoring shall be submitted to and approved in writing by the Local Planning Authority.

Reasons: To ensure that longer term remediation criteria relating to controlled waters have been met. This will ensure that there are no longer remaining unacceptable risks to controlled waters following remediation of the site.

- 11 The development shall be implemented in accordance with the Foundation Works Risks Assessment approved under condition discharge ref: 2018/0382/DOC.

Reason: In order to protect residential amenity and to prevent pollution of controlled waters from inappropriate methods of piling

- 12 Prior to the commencement of any superstructure works, the developer shall prepare a strategy for the comprehensive and integrated drainage of the site showing how surface water and land drainage will be dealt with and this has been approved in writing by the Local Planning Authority. This scheme shall include details of a sustainable drainage system (SuDS) for surface water drainage and/or details of any connections to a surface water drainage network. The development shall not be brought into beneficial use until the works have been completed in accordance with the approved drainage scheme, and this scheme shall be retained thereafter to serve the development.

Reason: To ensure that a satisfactory comprehensive means of drainage is achieved and that no adverse impact occurs to the environment and to minimise surface water run-off.

- 13 Notwithstanding the submitted information provided in the DAS Addendum that confirms that PV panels will be concealed on the areas of roof behind the parapets full, or the provisions of Part 43 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales), full details of all PV panels and their siting shall be submitted to and approved in writing by the Local Planning Authority. The panels shall be retained thereafter in their approved position.

Reason: In the interests of visual amenity to ensure that the panels are not a discordant feature on the skyline

- 14 The development shall take place in accordance with the Written Scheme of Investigation for an Archaeological Watching Brief approved under Condition discharge ref: 2018/0382/DOC. A final report shall be submitted to the Local Planning following the completion of all the archaeological work.

Reason: To identify and record any features of archaeological interest discovered during the works, in order to mitigate the impact of the works on the archaeological resource.

- 15 The development shall be implemented in accordance with the Construction Environment Plan (CEP) approved under condition discharge ref: 2018/0382/DOC.

Reason: In order to mitigate potential environmental pollution issues during construction works

- 16 Prior to the beneficial use of the development, a quantitative assessment of NO₂ pollutant concentrations at the façade of the proposed development shall be undertaken (in line with National Air Quality Objectives) in parallel with the assessment of the on-site combustion plant to ensure that the combined effects of both pollution sources on future residents are fully assessed and mitigated if required. The assessment shall be submitted to and approved in writing by the Local Planning Authority prior to the first beneficial occupation of the building hereby approved.

Reason: In the interests of amenity having regard to air quality

- 17 Prior to the beneficial use of the development, a scheme which specifies the provisions to be made for the control of ventilation and fume extraction shall be submitted to and approved in writing by the Local Planning Authority. Such works that form part of the approved scheme shall be completed before the premises are occupied and retained thereafter to serve the development.

Reason: In the interests of the amenity of future occupiers.

- 18 Prior to the beneficial use of the development, a scheme which specifies the provisions to be made for any condensing units relating to refrigeration and freezing of products shall be submitted to and approved in writing by the Local Planning Authority. Such works that form part of the approved scheme shall be completed before the premises are occupied.

Reason: In the interests of the amenity of future occupiers

- 19 Prior to the commencement of any superstructure works, a scheme shall be submitted to and approved in writing by the Local Planning Authority to provide the following:
All habitable rooms exposed to external road traffic noise in excess of 63 dBA Leq 16 hour (free field) during the day (07.00 to 23.00hrs) or 57 dBA Leq 8 hour (free field) at night (23.00 to 07.00 hours) shall be subject to sound insulation measures. These measures should ensure that all such rooms achieve an internal noise level of 35 dBA Leq 16 hour during the day and 30 dBA Leq 8 hour at night as set out in BS 8233:2014 Guidance on sound insulation and noise reduction for buildings.
The submitted scheme shall ensure that habitable rooms subject to sound insulation measures shall be provided with mechanical ventilation units so that future residents can keep their windows closed. No habitable room shall be occupied until the approved sound insulation and ventilation measures have been installed in that room and the approved scheme shall be retained for the lifetime of the development hereby approved.

Reason: To protect the proposed residential use against noise arising from the existing traffic use of the area.

- 20 Prior to the beneficial use of the development a scheme shall be submitted to and approved in writing by the Local Planning Authority that restricts the flow of sound energy through party walls and floors between the commercial and residential class uses within the development. The scheme supplied shall achieve a minimum DnT,w - (Ctr) of 50dB for the ceiling/floor between the commercial and residential uses and be verified by the appropriate testing methodology upon completion.

Reason: To protect the proposed residential use against noise emanating from the commercial activity.

- 21 Prior to the commencement of any superstructure works, a scheme shall be submitted to and approved in writing by the Local Planning Authority to provide the following:

All building services plant noise shall be designed to achieve a rating level (dBLArTr) that does not exceed the representative night time background sound pressure level (LA90,15min) in accordance with BS4142:2014: Methods for rating and assessing industrial and commercial sound. The building services plant shall thereafter be installed and maintained in accordance with the approved scheme.

Reason: To protect the existing and proposed residential uses against noise from building services plant.

- 22 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, (or any Order revoking or amending that Order), Part 24 of Schedule 2 shall not apply to the development hereby permitted.

Reason: In the interests of amenity and to prevent unacceptable discordant features within the skyline.

- 23 Notwithstanding the details submitted as part of the application, no superstructure works shall take place until there has been submitted to and approved in writing by the Local Planning Authority a fully detailed scheme of landscaping including species, spacing's and height when planted of all new planting.

Reason: In the interests of maintaining a suitable scheme of landscaping to protect the visual amenity of the area and soften the urban environment.

- 24 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the first beneficial occupation of the building(s) or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: In the interests of maintaining a suitable scheme of landscaping to protect the visual amenity of the area and soften the urban environment.

- 25 No vinyls or other obscure glazing shall be applied at any time to the ground floor A3 unit glazing or space listed as Ancillary Space on the approved plans.

Reason: To ensure active, attractive and transparent shopfront and spaces which will maintain and enhance vitality at street level and avoid dead frontages.

- 26 The development shall be carried out in accordance with a Travel Plan to be submitted to and approved in writing by the Local Planning Authority prior to any beneficial use of the development.

Reason: In the interests of sustainability and to prevent unacceptable highway congestion.

- 27 Notwithstanding the submitted details, the development shall not be occupied until facilities for the secure storage of cycles have been provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority and they shall thereafter be retained in perpetuity.

Reason: In the interests of providing suitable facilities for sustainable transport.

- 28 Prior to the first beneficial occupation of the development, car parking arrangements shall be in accordance with the Basement GA plan approved under Non-Material Amendment ref: 2018/0966/NMA. The parking spaces shall remain available for the designated use in perpetuity.

Reason: To ensure that the development is provided with adequate car parking provision.

- 29 Prior to the first beneficial occupation of the development, an Operational Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Operational Management Plan shall specify:

- a) The arrangements for the general maintenance and management of the site, including external amenity/ landscape space;
- b) The arrangements for servicing deliveries;
- c) The parking and traffic management incentives and arrangements, with particular reference to the beginning and end of term pick-up and drop-off arrangements;
- d) Measures proposed in relation to site safety and security; and
- e) The Procedures in place for minimising and managing community complaints, a point of contact for each academic year and full details of the community complaint procedures.

The development hereby permitted shall thereafter be implemented in accordance with the approved Operational Management Plan for the lifetime of the development.

Reason: To ensure the management and movement of vehicles related to the development in the interests of the public safety and amenities of the area, and to protect future resident's amenity.

Informatives

- 1 The development plan covering the City and County of Swansea is the City and County of Swansea Unitary Development Plan. The following policies were relevant to the consideration of the application: EV1, EV2, EV3, EV4, EV33, EV35, EV36, EV38, EV40, HC1, HC11, EC1, EC2, EC6, AS1, AS2, AS5 & AS6.