

# **High Level Planning Appraisal of Council Owned Sites for potential Skatepark development in the Mumbles Community Council Area**

**Draft Report**

**August 2020**

**Appraisal undertaken by**

**Strategic Planning Team  
Department of Planning and City Regeneration**



## Overview

Planning permission was approved by Swansea Council at a meeting of its Planning Committee in February 2020 for a proposed 'skatepark' development on a site off the A4067, Mumbles Road (see Figure 1). The proposals were submitted by Mumbles Community Council (MCC).

Following the planning permission being issued, it has been resolved to consider potential alternative sites for the skatepark development. The Council's Strategic Planning Team was asked by the Corporate Property Section in July 2020 to undertake a high level planning appraisal of a list of 10 Council owned sites. The sites and boundaries were identified by the Corporate Property Team as options to review within the MCC area. The consideration of the possible options has been broadly based on replicating the size of the approved scheme in terms of the developed area.

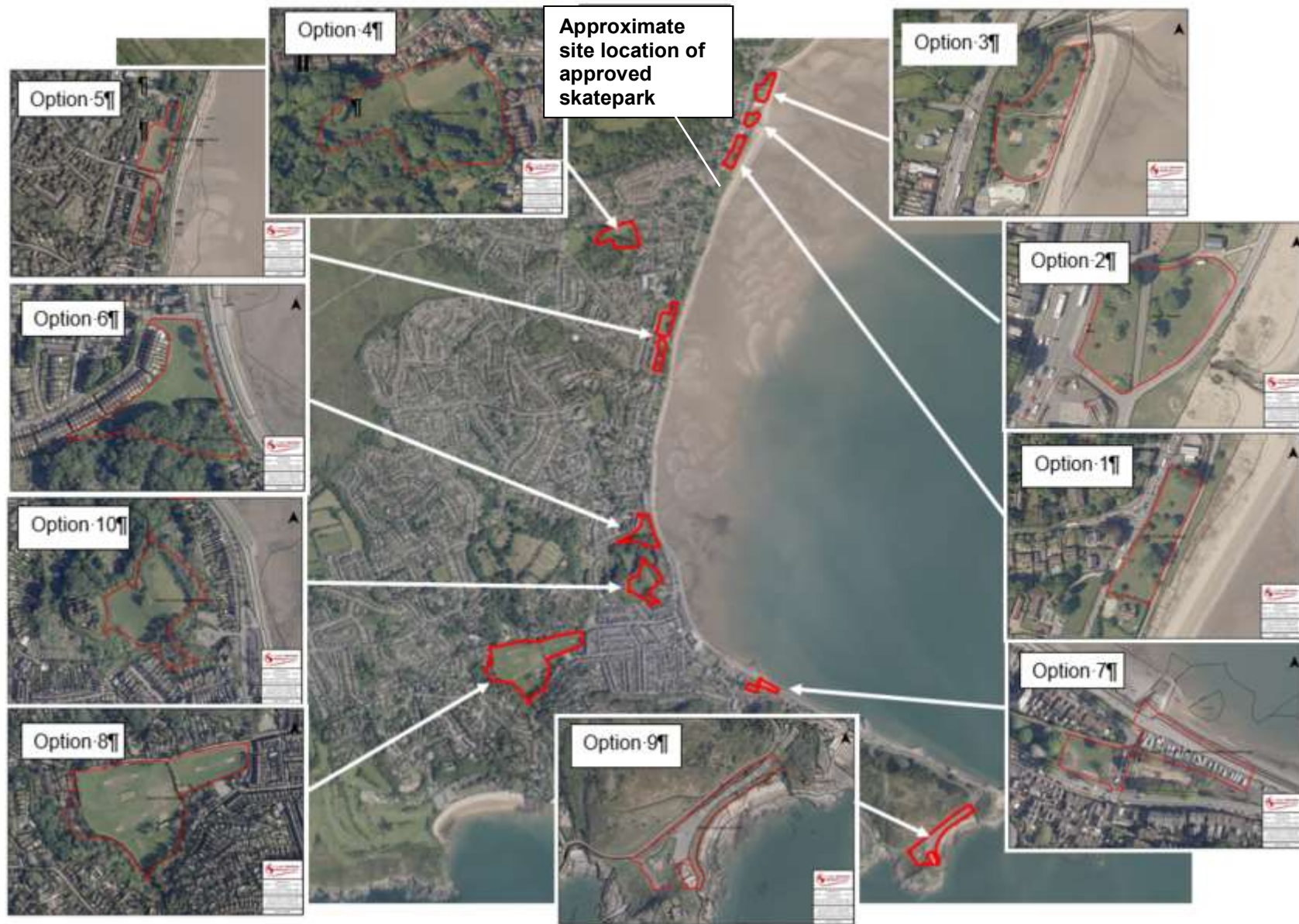
The site boundaries of each option are illustrated in Figure 1 (overpage) and are described below:

- **Option 1 Land south of the Petrol Station, Blackpill**
- **Option 2 Land south of the Junction Café and Blackpill Lido**
- **Option 3 Land to the north of the Blackpill Lido**
- **Option 4 Land at West Cross Park, West Cross**
- **Option 5 The Village Greens, West Cross**
- **Option 6 Norton Village Green, Norton**
- **Option 7 Land adjacent and opposite Southend playground, Mumbles**
- **Option 8 Underhill Park, Mumbles**
- **Option 9 Limeslade Car Park, Mumbles**
- **Option 10 Land adjacent to Oystermouth Castle, Mumbles**

The following pages summarise the findings of the high level planning appraisal undertaken of the 10 sites. The document includes findings on which sites are considered to offer a reasonable basis, in planning terms, for MCC to explore further as a potential site for the skatepark development, having regard to the policy and placemaking framework that apply. The findings do not seek to compare the sites with the scheme that received planning permission referred to above.

Please note that the comments and findings are the views of a planning officer, on behalf of the Planning Authority. Consultation with Statutory Undertakers and interested parties has not been undertaken, and such consultations (for example with highways, drainage, leisure departments) may identify additional issues for consideration. It is only through the submission of a planning application that full consideration of all relevant planning and placemaking issues can be given to a proposal. These high level comments will not prejudice any formal decision that the Authority makes about the suitability of any future application for planning permission if/when one is submitted.

Figure 1: Location of Council owned sites subject to appraisal



# Skatepark Site Assessment Report



<b>Name</b>	<b>Option 1 - Land South of the Petrol Station, Blackpill</b>
<b>Total Site Size</b>	0.61 ha (6,100 sq m)
<b>Existing Land use</b>	Greenspace
<b>Summary of existing use and context</b>	Level open greenspace containing some groupings of trees, and some other small individual trees. Site is situated on the Swansea Bay foreshore bordered by the petrol station to the north, coastal promenade to the east, Mumbles Road to the west, and a residential property to the south.

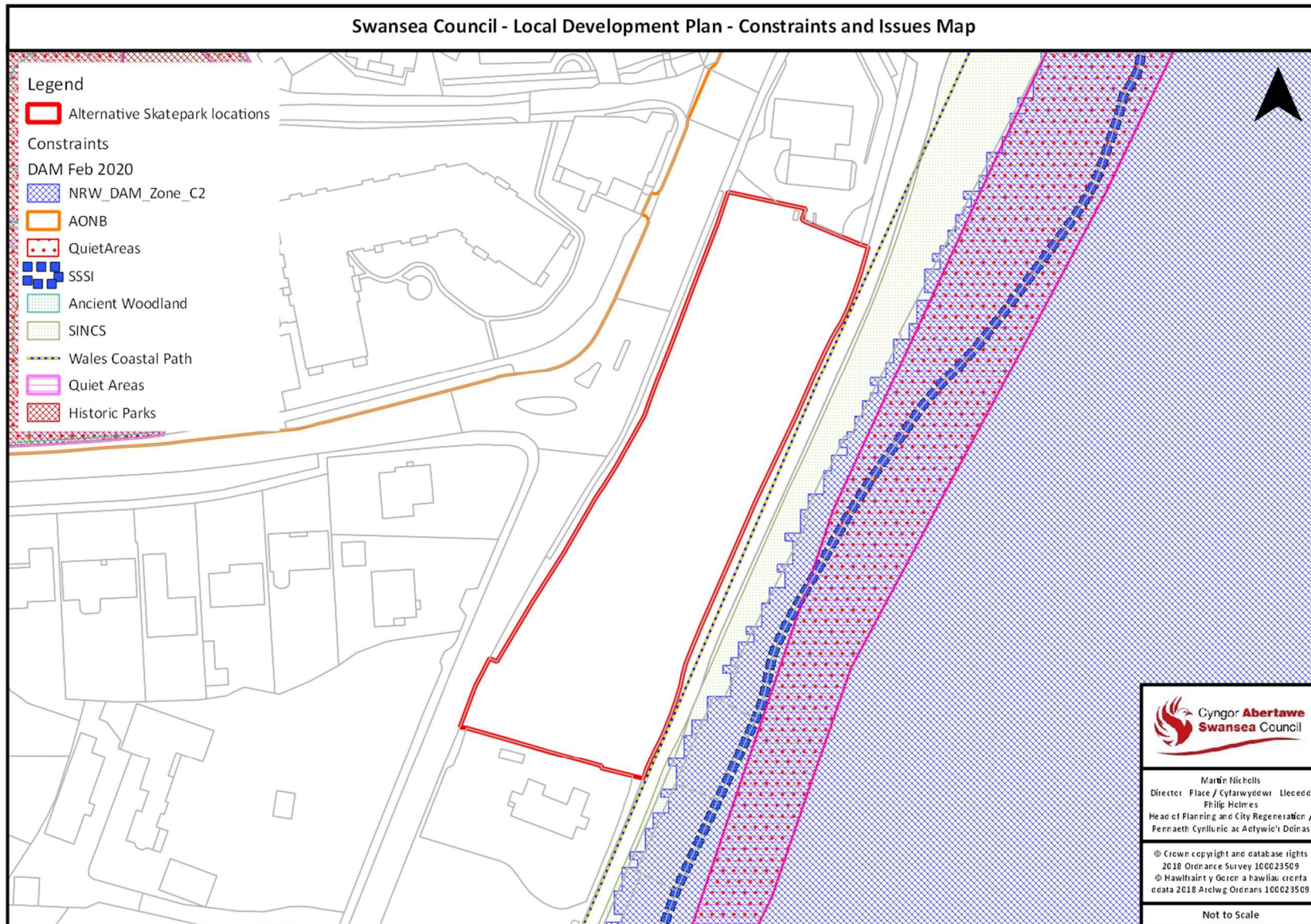
## Aerial Photograph







# LDP Constraints Map – no designated constraints on the site itself



## Relevant Planning Applications History - None

### Planning Assessment

Site Description			
Name	Option 1 - Land South of the Petrol Station, Blackpill		
Context and Character			
Issue	Criteria	Commentary	Notes
Classification	Brownfield	Greenfield	
	<b>Greenfield</b>		
	Brownfield / Greenfield Mix		
Surrounding land use(s)	Agricultural	Petrol Station to the north Residential to the south Promenade and active travel link to the east Public highway to the west	
	<b>Residential</b>		
	Employment		
	<b>Leisure</b>		
	<b>Mixed Commercial</b>		
Dominant Landscape functions	<b>Yes</b>	Provides setting to the Bay / foreshore promenade.	
	No		
Key landscape features	Complex	The site has simple landscape features	
	Moderate		
	<b>Simple</b>		
Impact on areas designated for landscape value	<b>AONB</b>	Nearby land to the north west on the opposite side of Mumbles Road is located inside the Gower AONB. Suitable landscaping would be required in-line with LDP Policy ER 4 to ensure no unacceptable detrimental impact on the natural beauty of the AONB.	
	SLA		
	Heritage Coast		
Impact on historic designations	Ancient Monument	No designated constraints identified	
	Archaeologically Sensitive Area		
	Archaeological Site		

	Historic Park and Garden and Setting		
	Historic Landscape		
	Conservation Area		
	Listed Building		
Impact on views and vistas	-	There are iconic views of the Bay looking through the site, for people approaching Mumbles along Mumbles Road. The southern portion of the site forms a gateway to Mumbles and contains a "Welcome to Mumbles" sign. Potential development of a skatepark would need to be confined to the openspace north of this gateway area. Site is visible from the foreshore and Bay and would need to be landscaped.	
Topography	<b>Level</b>	Level site	
	Undulating		
	Sloping		
	Mixed		
Natural surveillance	<b>Yes</b>	Yes from passing motorists and users of the promenade.	
	No		
Presence of overhead cables	Yes		Note some cables along the western edge of the site adjacent to the highway.
	<b>No</b>		
<b>Regeneration and Community</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Opportunities to contribute to vitality and viability of the area	<b>Significant</b>	Potential development of a skatepark in the open land in the northern portion of the site could provide the opportunity to add to the leisure offer at Blackpill. It would also be close enough to the existing Blackpill lido area to benefit from the existing café and toilet facilities there.	LDP policy TR 2 supports development of new visitor facilities and attractions, including proposals for sustainable recreation activities, at key destinations around Swansea Bay (subject to sensitive scale and design); and the Swansea Bay Strategy SPG encourages the sustainable
	Some		
	Few		



			enhancement of recreational and family entertainment facilities at Blackpill.
<b>Environment and Climate Change Mitigation</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Impact on open space or recreational space	-	Site is currently informal open space. The site is much larger than the footprint required and so some informal open space could be retained while also providing a dedicated recreational facility.	Large site, well in excess of the 748 sq m footprint required by the approved scheme (ref 2019/2345/FUL).
Impact on Greenspace	-	Site is currently informal greenspace. The site is much larger than the footprint required and so some greenspace could be retained.	
Impact on Biodiversity	-	No formal biodiversity designations on the site itself. Groupings of large trees along the north boundary adjacent to the petrol station, and also in the southern portion of the site. Development of a skatepark should be avoided in these areas. Potential on the more open land in the northern portion of the site, consideration would need to be given to how the design could incorporate some smaller trees scattered in this area.	SINC and SSSI off site, located east of the promenade
Flood-risk and drainage	-	No physical constraints identified on the site.	
Proximity to existing potential nuisance and/or sources of pollution	Odour	Design should consider impact of busy public highway adjacent to the site	
	<b>Noise</b>		
	Light		
	<b>Air</b>		
Potential impact of future use on existing neighbouring development	Waste	Design and location would need to consider amenity impacts on the residential property adjacent to the southern boundary. Also consider the	Designated Quiet Area east of the site
	Odour		
	<b>Noise</b>		
	Light		
	Air		

	Waste	adjacent petrol station, public highway and active travel routes for example in terms of the safety of entrance/exit points to the potential skatepark facility.	
Land contamination	-	No physical constraints identified on the site.	
Land stability	-	No physical constraints identified on the site.	
<b>Transport and Accessibility</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Vehicular access and car parking opportunities	<b>Yes</b>	Site is similar to the site with planning consent, in terms of highway access, but is located closer to the substantial public car park at Derwen Fawr Road, and the pay and display car park adjacent to the Woodman Public House, and also the pedestrian crossings across Mumbles Road linking these car parks to the promenade.	
	Yes, but improvement required		
	No		
Accessibility to high frequency public transport access point, i.e. bus stop	<b>&lt; 400m</b>	On a major bus route and within 400m of bus stop	
	< 800m		
	> 800m		
Traffic conditions on nearby highway network	<b>Regularly congested</b>	Mumbles Road is regularly congested	
	Congested at times		
	No significant congestion		
Accessibility by active travel means	<b>High</b>	Located adjacent to the coastal cycle/footpath	
	Moderate		
	Low		
<b>Deliverability</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Availability	<b>Immediately available</b>	Council owned land with no current formal use	

	Some indication of availability		
	No indication of availability		
Suitability of site in terms of size and topography	Yes No	While noting development of a skatepark should be constrained to a certain part of the site, based on the above identified issues, there could potentially be sufficient useable space to accommodate the proposed 748 sq m build area footprint subject to further investigations such as the impact on existing smaller trees.	The DAS of the proposed scheme states that the new wheeled sports park has a build area of 748 m <sup>2</sup> (including the link paths)
Summary of Constraints	Physical	Trees in parts of the site	
	Environmental	Gateway location	
	Legal (e.g. Common Land; Village Green designations)	Key views across the site Buffer required from residential use	

### Summary of Findings

Level site comprising informal greenspace. The site as a whole is large and well in excess of the 748 sq m footprint required by the approved scheme, however it is noted that in any event the total site area required should allow for surrounding circulation, open space and potential viewing of visitors/spectators and the required area therefore needs to be larger than the minimum footprint of the structure.

There are iconic views of the Bay looking through the site, for people approaching Mumbles along Mumbles Road. The southern portion of the site forms a key gateway to Mumbles and contains the "Welcome to Mumbles" sign, at which point the openness of the aspect is important to maintain. Potential development would need to be sympathetic to this, as well as the proximity of the residential property located along the southern boundary. There does however appear to be sufficient land available for further investigation in the open space area between the petrol station tree buffer and the tree grouping midway down the site. The land is highly visible from the foreshore, Bay and Gower AONB and any development would need to be suitably landscaped. Green space should be retained in the southern portion of the site to retain the gateway iconic views and serve as a buffer to the residential property.

Potential development of the land in the northern portion of the site, would provide the opportunity to add to the leisure offer at Blackpill in-line with LDP policy TR 2, which supports development of new visitor facilities and attractions, including proposals for

sustainable recreation activities, at key destinations around Swansea Bay (subject to sensitive scale and design); and the Swansea Bay Strategy SPG which encourages the sustainable enhancement of recreational and family entertainment facilities at Blackpill. It would also be close enough to the existing Blackpill lido area to benefit from the existing café and toilet facilities there.

The site benefits from good natural surveillance in terms of community safety. It is highly accessible in terms of transport connectivity, located on a major bus route and within 400m of a bus stop, and adjacent to the coastal cycle/footpath. It is located close to the substantial public car park at Derwen Fawr Road, and the pay and display car park adjacent to the Woodman Public House, and also the pedestrian crossings across Mumbles Road enabling safe access to these car parks.

While noting the search area for development would need to be constrained to a certain part of the site, based on the above identified constraints and opportunities, the appraisal indicates that the option offers potential for further investigation to accommodate the proposed skatepark.



# Skatepark Site Assessment Report



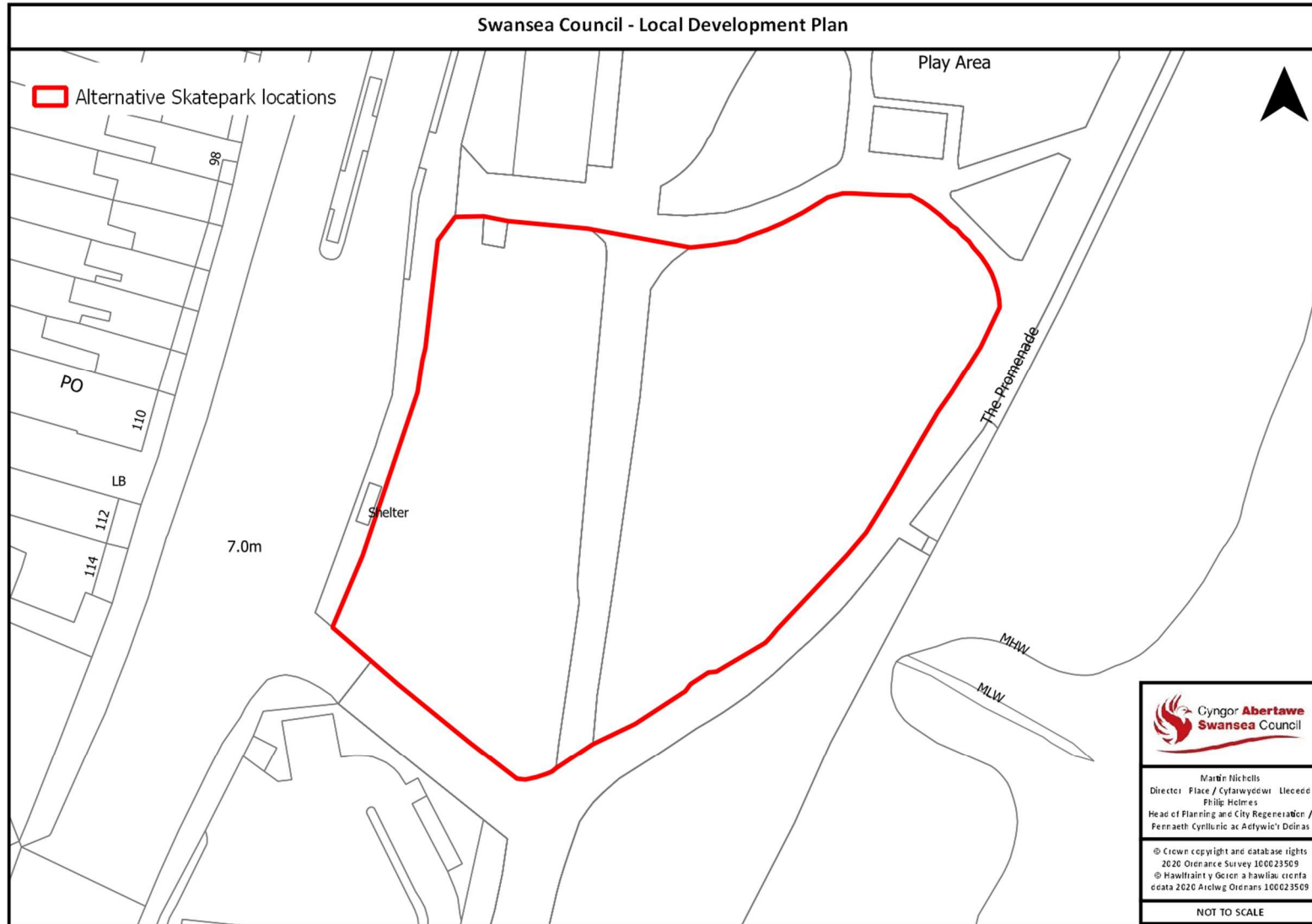
<b>Name</b>	Option 2 - Land south of the Junction Café and Blackpill Lido
<b>Size</b>	0.31 ha (3,100 sq m)
<b>Existing Land use</b>	Greenspace and cycle/foot path and land train route
<b>Summary of existing use and context</b>	Level open greenspace containing some trees and shrubs situated on the Swansea Bay foreshore to the south of the Blackpill Lido / Junction Café and north of the petrol station. The promenade runs along the east, and to the west is Mumbles Road. The site is bisected by a foot/cycle path running off the prom, which is also used as a 'stop' for the Land Train.

## Aerial Photograph

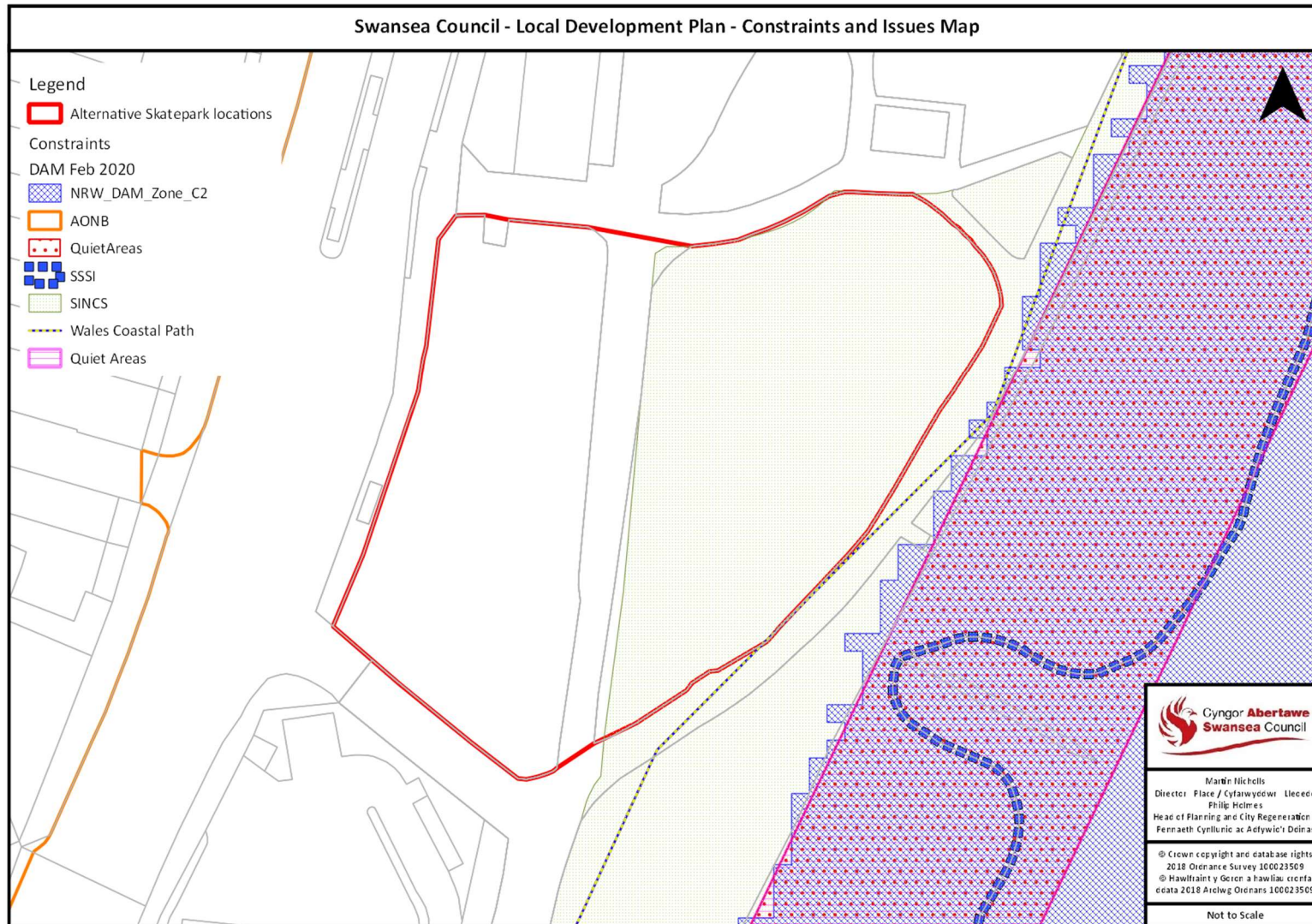


# Background and History

## LDP Proposals Map – White land in the urban settlement



# LDP Constraints Map – SINC designation on the portion of the site east of the bisecting footpath





## Relevant Planning Applications History - None

### Planning Assessment

Site Description			
Name	Option 2 - Land south of the Junction Café and Blackpill Lido		
Context and Character			
Issue	Criteria	Commentary	Notes
Classification	Brownfield	Greenfield	
	<b>Greenfield</b>		
	Brownfield / Greenfield Mix		
Surrounding land use(s)	Agricultural	Petrol Station to the south Promenade and active travel link to the east Public highway to the west Junction Café, outdoor eating area, lido, play area and greenspace to the north	
	Residential		
	Employment		
	<b>Leisure</b>		
	<b>Mixed Commercial</b>		
Dominant Landscape functions	<b>Yes</b>	Provides some setting to the Bay / foreshore promenade.	
	No		
Key landscape features	Complex	The site has simple landscape features.	
	Moderate		
	<b>Simple</b>		
Impact on areas designated for landscape value	<b>AONB</b>	Nearby land to the west on the opposite side of Mumbles Road is located inside the Gower AONB. Suitable landscaping required in-line with LDP Policy ER 4 to ensure no unacceptable detrimental impact on the natural beauty of the AONB.	
	SLA		
	Heritage Coast		
Impact on historic designations	Ancient Monument	Listed building: Former Mumbles Railway Electricity Sub-Station.	
	Archaeologically Sensitive Area		
	Archaeological Site		



	Historic Park and Garden and Setting	In-line with LDP Policy HC 2, proposals which will have a relationship to a listed building, or its curtilage, must ensure that the setting is preserved.	
	Historic Landscape		
	Conservation Area		
	<b>Listed Building</b>		
Impact on views and vistas	-	Some views of the Bay looking through the site, for people approaching Mumbles along Mumbles Road, but existing views are limited to an extent by the landscaping vegetation on the site. Site is visible from the foreshore and Bay and adjacent to a listed building, so careful consideration of screening / landscaping would be required.	
Topography	<b>Level</b>	Level	
	Undulating		
	Sloping		
	Mixed		
Natural surveillance	<b>Yes</b>	Yes from passing motorists and users of the promenade / lido / cafe.	
	No		
Presence of overhead cables	Yes		
	<b>No</b>		
<b>Regeneration and Community</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Opportunities to contribute to vitality and viability of the area	<b>Significant</b>	Development of a skatepark, subject to suitable design, would provide the opportunity to add to the leisure offer at Blackpill. It would also be close enough to the existing Blackpill lido area to benefit from the existing café and toilet facilities there.	LDP policy TR 2 supports development of new visitor facilities and attractions, including proposals for sustainable recreation activities, at key destinations around Swansea Bay (subject to sensitive scale and design); and the Swansea Bay Strategy SPG encourages the sustainable enhancement of recreational and
	Some		
	Few		

			family entertainment facilities at Blackpill.
Environment and Climate Change Mitigation			
Issue	Criteria	Commentary	Notes
Impact on open space or recreational space	-	Site is currently informal open space. Eastern portion of the site, which is a SINC, contains picnic tables. The site is larger than the footprint required and so some informal open space could be retained while also providing a dedicated recreational facility.	Large site, well in excess of the 748 sq m footprint required by the approved scheme (ref 2019/2345/FUL).
Impact on Greenspace	-	Site is currently informal greenspace. The site is larger than the footprint required and so some green space could be retained.	
Impact on Biodiversity	-	<p>The portion of the site to the west of the bisecting foot/cycle path has no designations. It contains landscape shrubs across the site, and some large trees at the northern most end adjacent to the café.</p> <p>The portion of the site to the east of the bisecting foot/cycle path is a designated SINC. Development that would adversely affect locally designated sites of nature conservation importance should maintain and enhance the nature conservation interest of the site. Where this cannot be achieved development will only be permitted where it can be demonstrated that:</p> <ul style="list-style-type: none"> <li>i. The need for the development outweighs the need to protect the site for nature conservation purposes;</li> <li>ii. There is no satisfactory alternative location for the development that avoids nature conservation impacts; and</li> </ul>	SINC and SSSI off site, located east of the promenade

		iii. Any unacceptable harm is kept to a minimum by effective avoidance measures and mitigation, or where this is not feasible, compensatory measures must be put in place to ensure that there is no overall reduction in the nature conservation value of the area.	
Flood-risk and drainage	-	No physical constraints identified on the site itself.	
Proximity to existing potential nuisance and/or sources of pollution	Odour	Design should consider impact of busy public highway adjacent to the site.	
	<b>Noise</b>		
	Light		
	<b>Air</b>		
	Waste		
Potential impact of future use on existing neighbouring development	Odour	Adjacent to a Listed Building	Designated Quiet Area east of the site
	<b>Noise</b>	Design would need to consider amenity impacts on the café and younger children / families playing in this area.	
	Light		
	Air		
	Waste	Also consider the adjacent petrol station, public highway, land train operations and active travel routes for example in terms of the safety of entrance/exit points to the facility.	
Land contamination	-	No physical constraints identified on the site.	
Land stability	-	No physical constraints identified on the site.	
<b>Transport and Accessibility</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Vehicular access and car parking opportunities	<b>Yes</b>	Site is similar to the site with planning consent, in respect of highway access, but is located closer to the substantial public car park at Derwen Fawr Road,	
	Yes, but improvement required		

	No	and the pay and display car park adjacent to the Woodman Public House, and also the pedestrian crossings across Mumbles Road linking these facilities.	
Accessibility to high frequency public transport access point, i.e. bus stop	< 400m	On a major bus route and within 400m of bus stop.	
	< 800m		
	> 800m	Impact on land train operations would need to be considered.	
Traffic conditions on nearby highway network	<b>Regularly congested</b>	Mumbles Road is regularly congested	
	Congested at times		
	No significant congestion		
Accessibility by active travel means	<b>High</b>	Located adjacent to the coastal cycle/footpath	
	Moderate		
	Low		
<b>Deliverability</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Availability	<b>Immediately available</b>	Council owned land. Western portion of site is informal greenspace.	
	Some indication of availability		
	No indication of availability		
Suitability of site in terms of size and topography	Sufficient useable space to accommodate the facility?	The eastern part of the site is a SINC. This area is used for picnics (there are some tables) which complements the use of the lido. Any development would need to ensure it would not unacceptably reduce the area for those using the lido at busy seasonal times. Further investigation would be required regarding the development of the facility on that land and mitigation required.	



		There could potentially be sufficient useable space to accommodate a 748 sq m build area footprint on the western portion of land, subject to further investigations such as the impact on the existing vegetation, and whether sufficient space would remain to provide landscaping around the facility and a suitable relationship with the listed building.	
Constraints	Physical	SINC including trees and shrubs, and also containing picnic tables, on the eastern half of the site. Some shrubs/trees on the western half of the site. Listed building adjacent to the north	
	Environmental		
	Legal (e.g. Common Land; Village Green designations)		

### Summary of Findings

Level site comprising informal greenspace, a picnic area, land train / cycle / foot path. Some of the land is subject to constraints.

The portion of the site to the west of the bisecting foot/cycle path has no constraint designations. It contains landscape shrubs across the site, and some large trees at the northern most end adjacent to the listed building / café. The portion of the site to the east of the bisecting foot/cycle path is a designated SINC. Development that would adversely affect locally designated sites of nature conservation importance should maintain and enhance the nature conservation interest of the site. Where this cannot be achieved development will only be permitted where it can be demonstrated that:

- i. The need for the development outweighs the need to protect the site for nature conservation purposes;
- ii. There is no satisfactory alternative location for the development that avoids nature conservation impacts; and
- iii. Any unacceptable harm is kept to a minimum by effective avoidance measures and mitigation, or where this is not feasible, compensatory measures must be put in place to ensure that there is no overall reduction in the nature conservation value of the area.

Further investigation would be required, working with Ecologist colleagues, regarding the acceptability of developing the facility on the land containing the SINC. The area here used for picnics (there are some tables) and complements the use of the lido. Any development would need to ensure it would not unacceptably reduce the area for those using the lido at busy seasonal times.

There could potentially be sufficient useable space to accommodate a 748 sq m build area footprint on the western portion of land, however it is noted that in any event the total site area required should allow for surrounding circulation, open space and potential viewing of visitors/spectators and the required area therefore needs to be larger than the minimum footprint of the structure. Any further investigations would need to consider whether the shape of the available land would be suitable for the design, the impact on existing vegetation, and whether sufficient space would remain to provide landscaping around the facility and a suitable relationship with the listed building. The design would need to also consider the adjacent petrol station, public highway, land train operations and active travel routes in terms of, for example, the safety of entrance/exit points to the skatepark facility.

Development of a skatepark, subject to suitable design, would provide the opportunity to add to the leisure offer at Blackpill in-line with LDP policy TR 2, which supports development of new visitor facilities and attractions, including proposals for sustainable recreation activities, at key destinations around Swansea Bay (subject to sensitive scale and design); and the Swansea Bay Strategy SPG which encourages the sustainable enhancement of recreational and family entertainment facilities at Blackpill. It would also be close enough to the existing Blackpill lido area to benefit from the existing café and toilet facilities there. Design would need to consider amenity impacts on the café and younger children / families playing in this area.

The site benefits from good natural surveillance in terms of community safety. It is highly accessible in terms of transport connectivity, located on a major bus route and within 400m of a bus stop, and adjacent to the coastal cycle/footpath. It is located close to the substantial public car park at Derwen Fawr Road, and the pay and display car park adjacent to the Woodman Public House, and also the pedestrian crossings across Mumbles Road enabling safe access to these car parks.

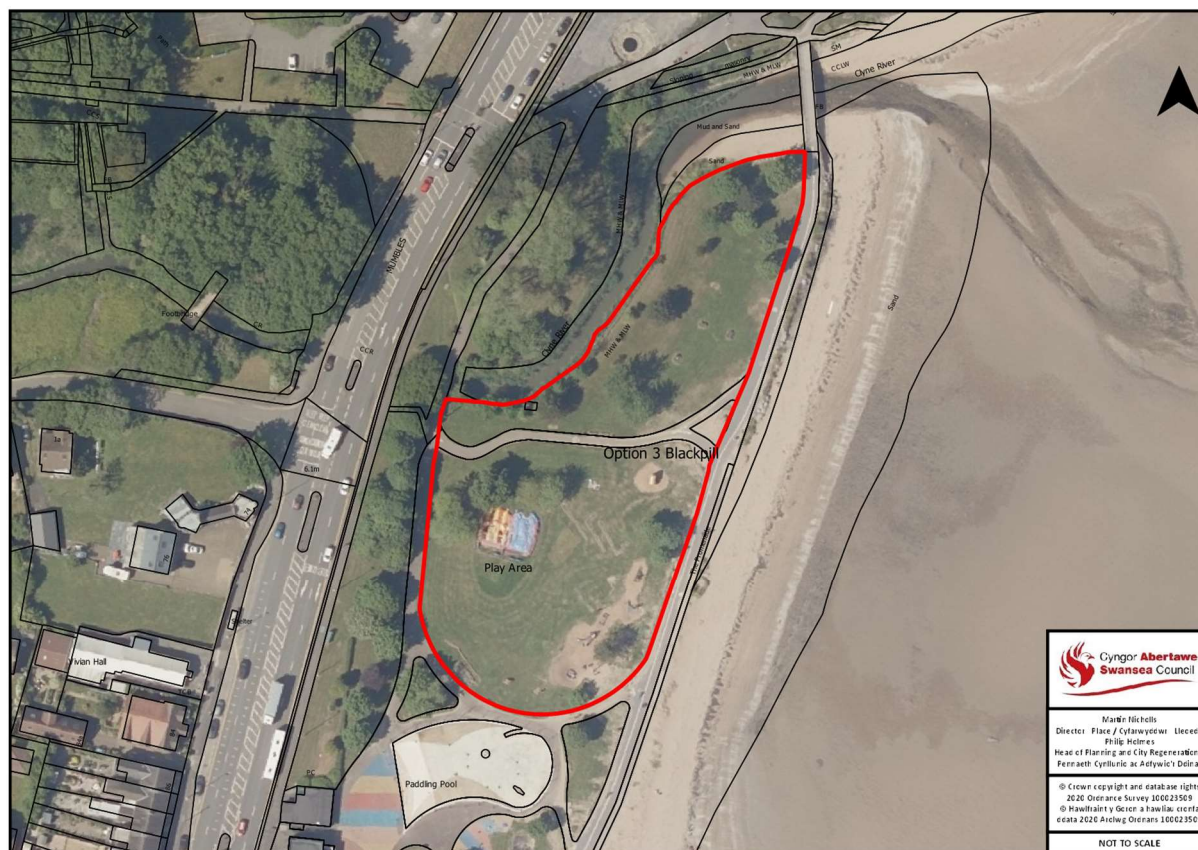
While noting the search area for development would need to be constrained to a certain part of the site, and further investigations required to ensure there is sufficient space for the design and appropriate mitigation measures, based on the above identified constraints and opportunities, the appraisal indicates that the option offers potential for further investigation to accommodate the proposed skatepark.

# Skatepark Site Assessment Report



<b>Name</b>	Option 3 Land to the north of the Blackpill Lido
<b>Size</b>	0.64 ha (6,400 sq m)
<b>Existing Land use</b>	Greenspace, cycle/footpath, children's play area and climbing facility
<b>Summary of existing use and context</b>	Level open greenspace containing some trees. Site is situated on the Swansea Bay foreshore bordered by the coastal promenade to the east, greenspace to the west, the Blackpill lido and Junction Café to the south, and River Clyne to the north. Site is bisected by a cycle/ foot path. Contains a children's play area and climbing facility. Greenspace used as informal recreation space associated with the lido facility.

## Aerial Photograph



Mairw Nîcolis  
 Director / Plac / Cytawyddwr Lleedd  
 Philip Holmes  
 Head of Planning and City Regeneration /  
 Pennaeth Cynllunio ac Adywioc' Ddelas

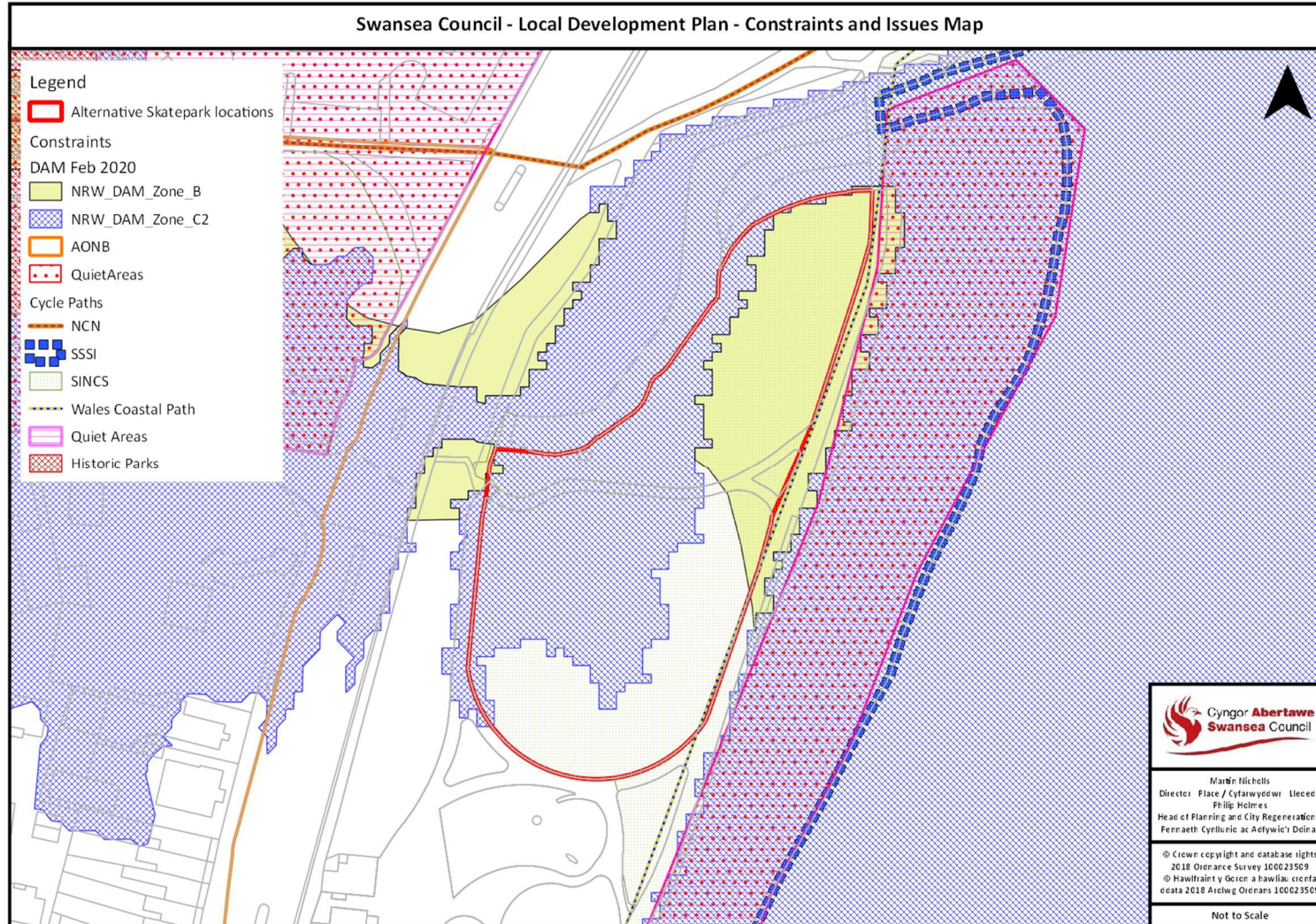
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 celta 2020 Archw. Ochrans 100023569

NOT TO SCALE





# LDP Constraints Map – NRW flood zones cover parts of the site; SINC covers entire site



## Relevant Planning History

2001/1203 Foreshore Fronting Blackpill Lido, Mumbles Road, Blackpill, Swansea

Reinforced concrete stepped revetment and access ramp

## Planning Assessment

Site Description			
Name	Option 3 - Land to the north of the Blackpill Lido		
Context and Character			
Issue	Criteria	Commentary	Notes
Classification	Brownfield	Greenfield	
	<b>Greenfield</b>		
	Brownfield / Greenfield Mix		
Surrounding land use(s)	Agricultural	Junction Café, outdoor eating area, lido, to the south	
	Residential	Public footpath and greenspace to the west	
	Employment	Foreshore active travel link to the east	
	Leisure	Watercourse (Clyne River) to the north / north west	
	<b>Mixed Commercial</b>		
Dominant Landscape functions	<b>Yes</b>	Provides setting to the Bay / foreshore promenade.	
	No		
Key landscape features	Complex	The site has simple landscape features	
	Moderate		
	<b>Simple</b>		
Impact on areas designated for landscape value	<b>AONB</b>	AONB on the opposite side of the public highway to the west of the site.	
	SLA		
	Heritage Coast		
	Ancient Monument		



Impact on historic designations	Archaeologically Sensitive Area	Listed building: Former Mumbles Railway Electricity Sub-Station.  In-line with LDP Policy HC 2, proposals which will have a relationship to a listed building, or its curtilage, must ensure that the setting is preserved.	
	Archaeological Site		
	Historic Park and Garden and Setting		
	Historic Landscape		
	Conservation Area		
	<b>Listed Building</b>		
Impact on views and vistas	-	Some views of the Bay looking through the site, for people approaching Mumbles along Mumbles Road, but existing views are limited to an extent by the landscaping vegetation on the site. Site is visible from the foreshore and Bay and would need to be sympathetically landscaped.	
Topography	<b>Level</b>	Level	
	Undulating		
	Sloping		
	Mixed		
Natural surveillance	<b>Yes</b>	Yes from passing motorists and users of the promenade / lido / cafe.	
	No		
Presence of overhead cables	Yes	No	
	<b>No</b>		
<b>Regeneration and Community</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Opportunities to contribute to vitality and viability of the area	Significant	Significant areas of the site contain a children's play area, mountain climbing facility, and overspill informal recreation area for the Blackpill lido, loss of which would impact on this popular facility.	
	Some		
	<b>Few</b>		
<b>Environment and Climate Change Mitigation</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>

Impact on open space or recreational space	-	Parts of the site contain a children's play area, mountain climbing facility, and overspill informal recreation area for the Blackpill lido, loss of which would impact on this popular facility.	
Impact on Greenspace	-	Nearly all of the site is currently greenspace which serves the Blackpill Lido facility.	
Impact on Biodiversity	-	<p>Trees on the site. Entire site is a designated SINC.</p> <p>Development that would adversely affect locally designated sites of nature conservation importance should maintain and enhance the nature conservation interest of the site. Where this cannot be achieved development will only be permitted where it can be demonstrated that:</p> <ul style="list-style-type: none"> <li>i. The need for the development outweighs the need to protect the site for nature conservation purposes;</li> <li>ii. There is no satisfactory alternative location for the development that avoids nature conservation impacts; and</li> <li>iii. Any unacceptable harm is kept to a minimum by effective avoidance measures and mitigation, or where this is not feasible, compensatory measures must be put in place to ensure that there is no overall reduction in the nature conservation value of the area.</li> </ul>	SSSI to the east of the site.
Flood-risk and drainage	-	Flood Zones associated with the River cover a substantial portion of the site	In order to avoid the risk of flooding, development will not be permitted in areas at risk of fluvial, pluvial, coastal and reservoir flooding, unless it can be

			demonstrated that the development can be justified in-line with national guidance and is supported by a technical assessment that verifies that the new development is designed to alleviate the threat and consequences of flooding.
Proximity to existing potential nuisance and/or sources of pollution	Odour	Design should consider impact of busy public highway near to the site.	
	<b>Noise</b>		
	Light		
	<b>Air</b>		
	Waste		
Potential impact of future use on existing neighbouring development	Odour	Impact on existing recreation facilities	Designated Quiet Area east of the site
	<b>Noise</b>	Design would need to consider amenity impacts on the café and younger children / families playing in this area.	
	Light		
	Air	Uneasy juxtaposition of uses.	
	Waste <b>Other</b>	Also consider the active travel routes for example in terms of the safety of entrance/exit points to the facility.	
Land contamination	-	No constraints identified on the site.	
Land stability	-	No constraints identified on the site.	
<b>Transport and Accessibility</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Vehicular access and car parking opportunities	<b>Yes</b>	Site is similar to the site with planning consent, in this respect, but is located closer to the substantial public car park at Derwen Fawr Road, and the pay and display car park adjacent to the Woodman Public House, and also the pedestrian crossings across Mumbles Road enabling safe access to these facilities.	
	Yes, but improvement required		
	No		

Accessibility to high frequency public transport access point, i.e. bus stop	< 400m	On a major bus route and within 400m of bus stop.	
	< 800m		
	> 800m		
Traffic conditions on nearby highway network	<b>Regularly congested</b>	Mumbles Road is regularly congested	
	Congested at times		
	No significant congestion		
Accessibility by active travel means	<b>High</b>	Located adjacent to the coastal cycle/footpath	
	Moderate		
	Low		

### Deliverability

Issue	Criteria	Commentary	Notes
Availability	Immediately available	Significant areas of the site contain a children's play area, mountain climbing facility, and overspill informal recreation area for the Blackpill lido, loss of which would impact on this popular facility.	
	Some indication of availability		
	<b>No indication of availability</b>		
Suitability of site in terms of size and topography	Sufficient useable space to accommodate the facility?	No	
Constraints	Physical	SINC covers the site	
	Environmental	Flood risk areas	
	Legal (e.g. Common Land; Village Green designations)	Impact on Blackpill lido and other existing recreation facilities	

### Summary of Findings

Significant areas of the site contain a children's play area, complemented by a mountain climbing facility and an area of 'overspill' informal recreation greenspace for the popular Blackpill lido. This area provides an important community and visitor play facility, which is likely to be unacceptably compromised by a development of the proposed scheme at this location.

A SINC designation covers the entire site.

Flood risk zones across large parts of the site.

The size of the site available, particularly given the abovementioned constraints and existing uses, indicates there would be insufficient space for the total site area required given it should allow for surrounding circulation, open space and potential viewing of visitors/spectators, in addition to the minimum footprint of the structure.

Not considered suitable for further investigation as a potential development site for the proposal, given significant planning issues and adverse impact on placemaking and biodiversity.

# Skatepark Site Assessment Report



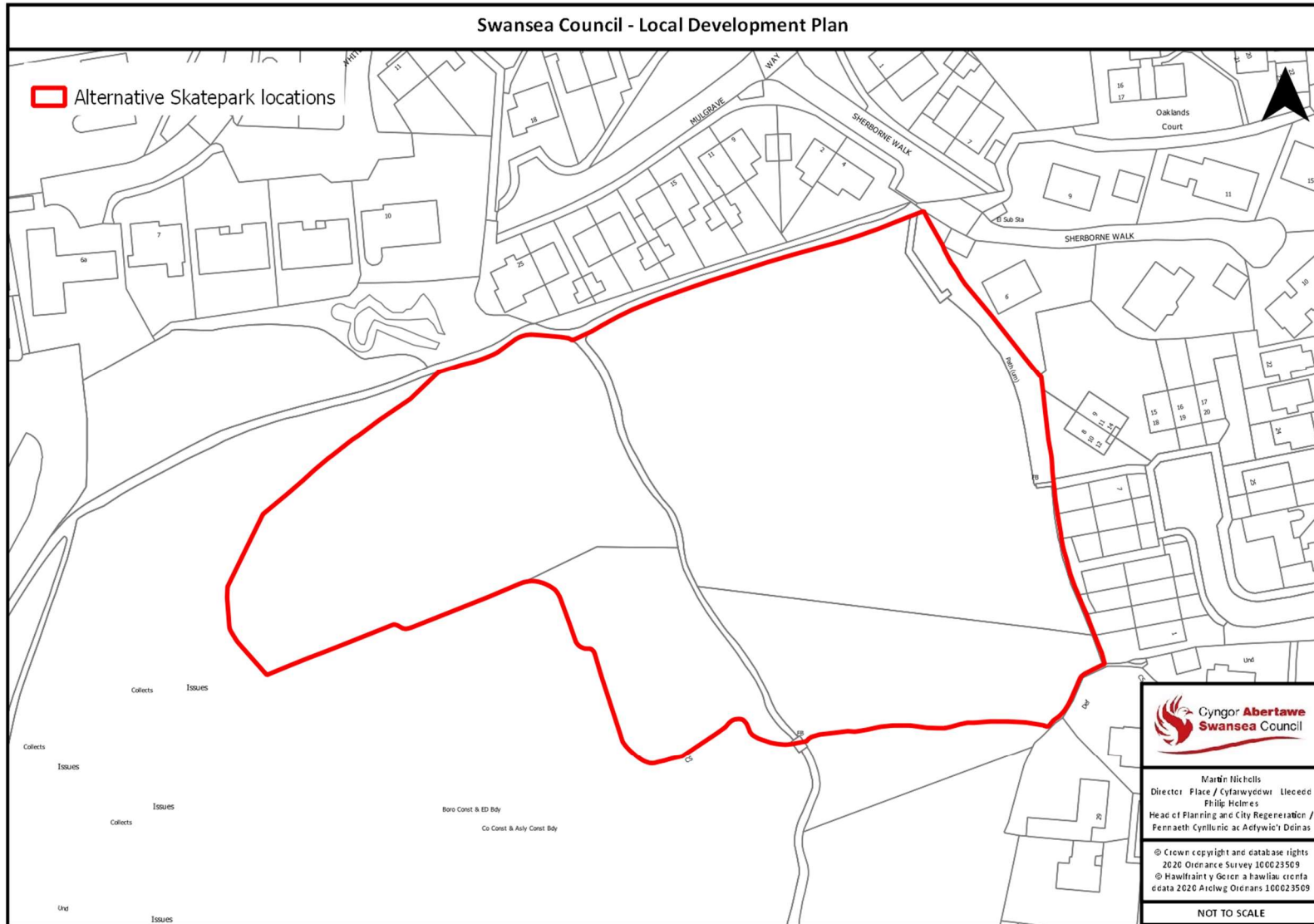
<b>Name</b>	Option 4, Land at West Cross Park, West Cross
<b>Size</b>	1.58 ha (15,800 sq m)
<b>Existing Land use</b>	Public park
<b>Summary of existing use and context</b>	Public park containing significant areas of ancient woodland located in the heart of a suburban community in Mayals / West Cross.

## Aerial Photograph



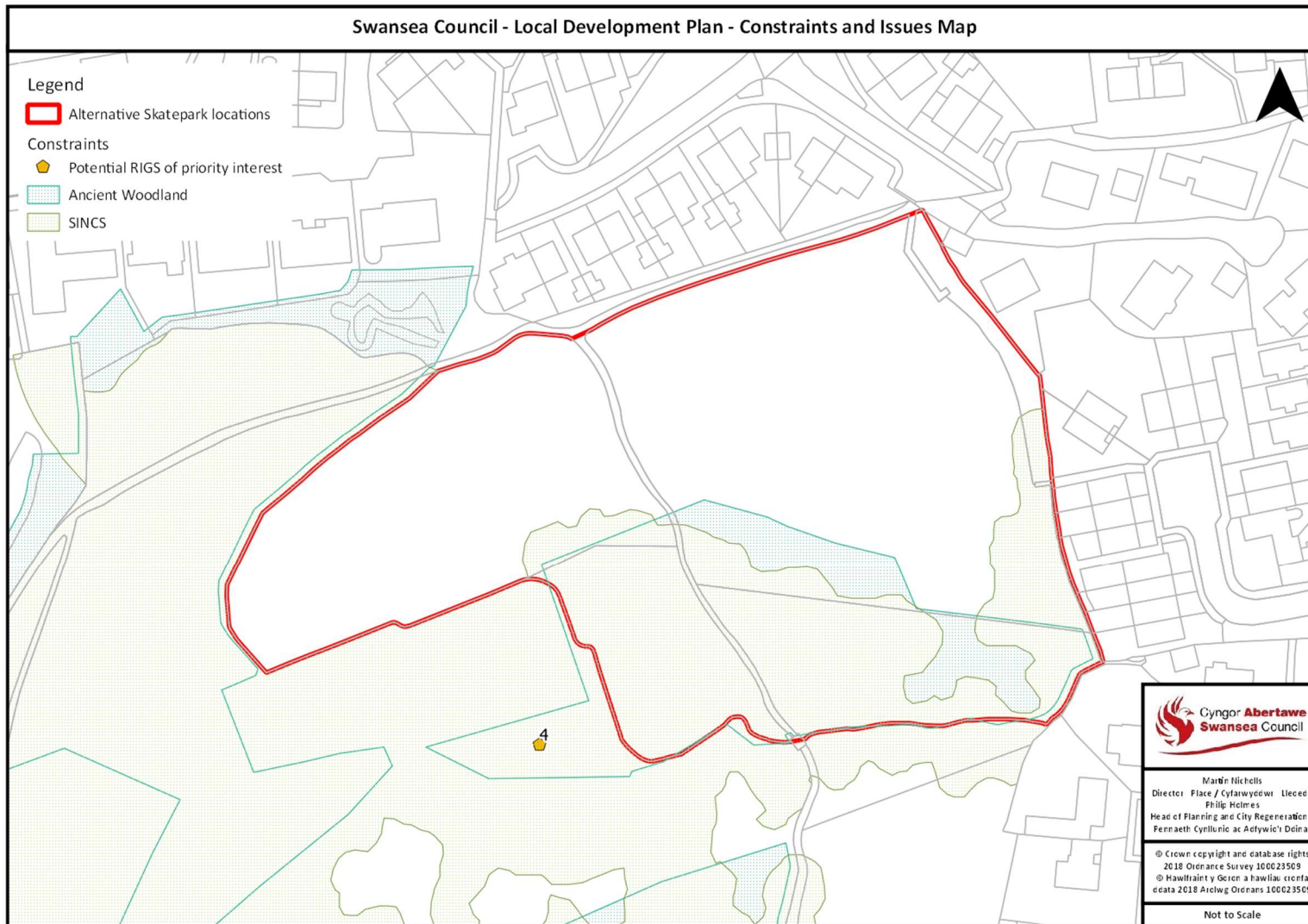
# Background and History

## LDP Proposals Map – White land in the urban settlement





# LDP Constraints Map – SINC and Ancient Woodland in the southern area of the site





Relevant Planning History – None

Planning Assessment

Site Description			
Name	Option 4, Land at West Cross Park, West Cross		
Context and Character			
Issue	Criteria	Commentary	Notes
Classification	Brownfield	Greenfield	
	<b>Greenfield</b>		
	Brownfield / Greenfield Mix		
Surrounding land use(s)	Agricultural	Residential communities to the north and west Park and woodland to the east and south	
	Residential		
	Employment		
	Leisure		
	Mixed Commercial		
	Other		
Dominant Landscape functions	<b>Yes</b>	Parkland containing ancient woodland	
	No		
Key landscape features	Complex	Parkland containing ancient woodland	
	<b>Moderate</b>		
	Simple		
Impact on areas designated for landscape value	AONB	No impact on areas designated for landscape value	
	SLA		
	Heritage Coast		
Impact on historic designations	Ancient Monument	No impact on historic designations	
	Archaeologically Sensitive Area		
	Archaeological Site		
	Historic Park and Garden and Setting		
	Historic Landscape		
	Conservation Area		

	Listed Building		
Impact on views and vistas	-	Site visible from adjacent residential properties. Views from within the park and woodland edge.	
Topography	<b>Level</b>	Level	
	Undulating		
	Sloping		
	Mixed		
Natural surveillance	Yes	Only from other park users Limited visibility from surrounding residential properties,	
	<b>No</b>		
Presence of overhead cables	Yes	No	
	<b>No</b>		
<b>Regeneration and Community</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Opportunities to contribute to vitality and viability of the area	Significant	Few	
	Some		
	<b>Few</b>		
<b>Environment and Climate Change Mitigation</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Impact on open space or recreational space	-	Impact on parkland and openspace	
Impact on Greenspace	-	Impact on parkland and greenspace	
Impact on Biodiversity	-	Designated Ancient Semi Natural Woodland Designated SINC	
Flood-risk and drainage	-	No physical constraints identified on the site.	
Proximity to existing potential nuisance and/or sources of pollution	Odour	None	
	Noise		
	Light		
	Air		
	Waste		

Potential impact of future use on existing neighbouring development	Odour	Amenity impacts should be considered on residential properties	
	<b>Noise</b>		
	Light		
	Air		
	Waste Other		
Land contamination	-	No issues	
Land stability	-	No issues	
<b>Transport and Accessibility</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Vehicular access and car parking opportunities	Yes	Limited Access roads are residential streets	
	Yes, but improvement required		
	<b>No</b>		
Accessibility to high frequency public transport access point, i.e. bus stop	< 400m	Limited	
	<b>&lt; 800m</b>		
	> 800m		
Traffic conditions on nearby highway network	<b>Regularly congested</b>	Mumbles Road regularly congested	
	Congested at times	Access roads are residential streets	
	No significant congestion		
Accessibility by active travel means	High	Low – only highly accessible to local population	
	Moderate		
	<b>Low</b>		
<b>Deliverability</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Availability	Immediately available	Currently parkland	
	Some indication of availability		

	<b>No indication of availability</b>		
Suitability of site in terms of size and topography	Sufficient useable space to accommodate the facility?	Large site, but not a sustainable site	
Constraints	Physical	SINC	
	Environmental	Ancient woodland	
	Legal (e.g. Common Land; Village Green designations)	Unsustainable site limited access to wider population by active travel Accessibility by vehicle limited Loss of park / recreation facility Limited natural surveillance	

### Summary of Findings

Site currently a public park, which provides an important area of open space to serve the surrounding community.

It is a relatively unsustainable site in transport terms given limited accessibility to the wider population (beyond immediate surrounding suburb) by active travel and bus. Restricted access by vehicle and parking. Large areas of the site are a SINC and ancient woodland.

Almost no natural surveillance or street frontage.

Not considered suitable for further investigation as a potential development site for the proposal, given significant planning issues and adverse impact on placemaking and biodiversity.

# Skatepark Site Assessment Report



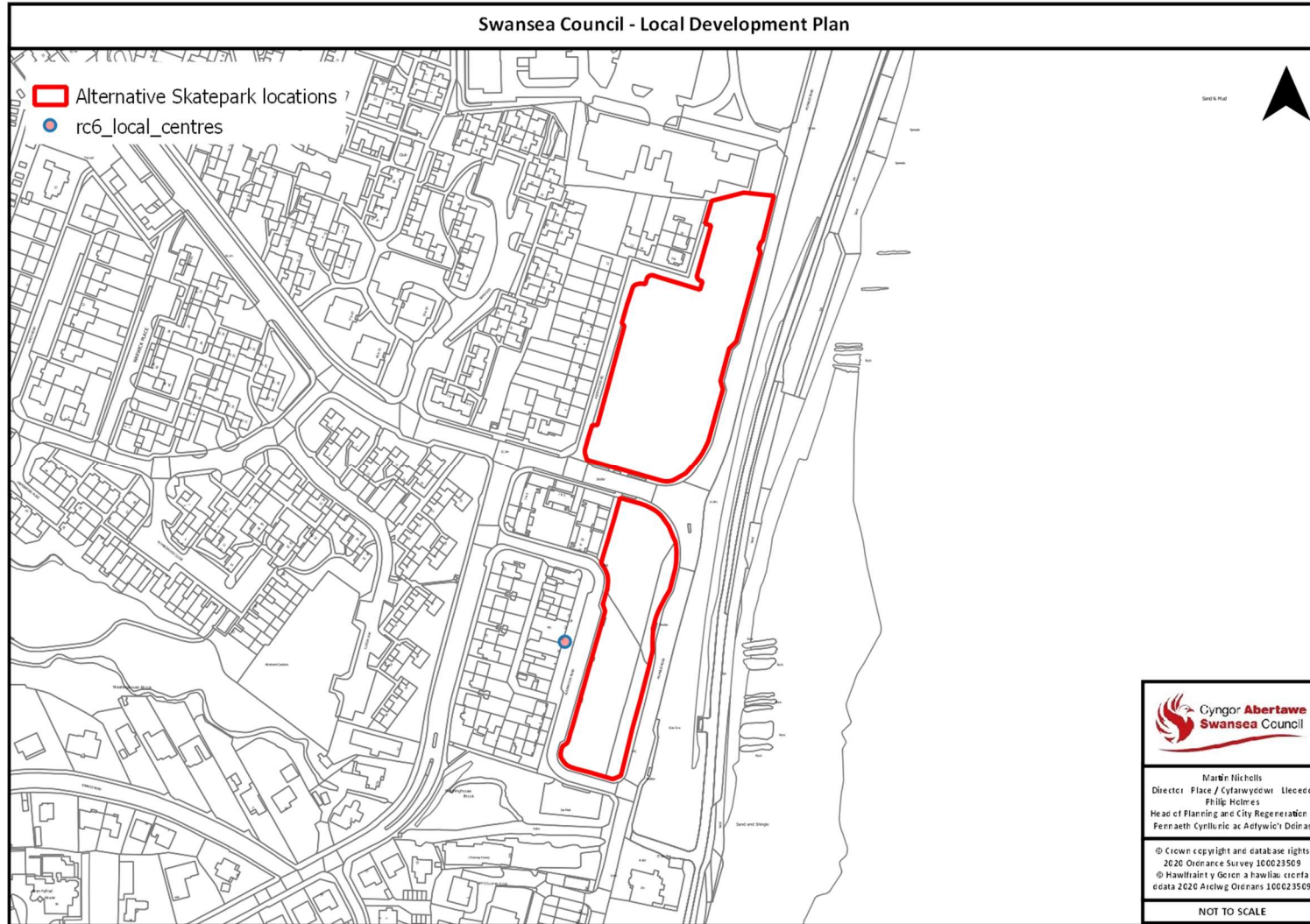
<b>Name</b>	Option 5 The Village Greens, West Cross
<b>Size</b>	1.27 ha (12,700 sq m)
<b>Existing Land use</b>	Village Greens
<b>Summary of existing use and context</b>	Designated Village Greens located in front of residential properties and the West Cross Local Centre overlooking the Swansea Bay foreshore

## Aerial Photograph



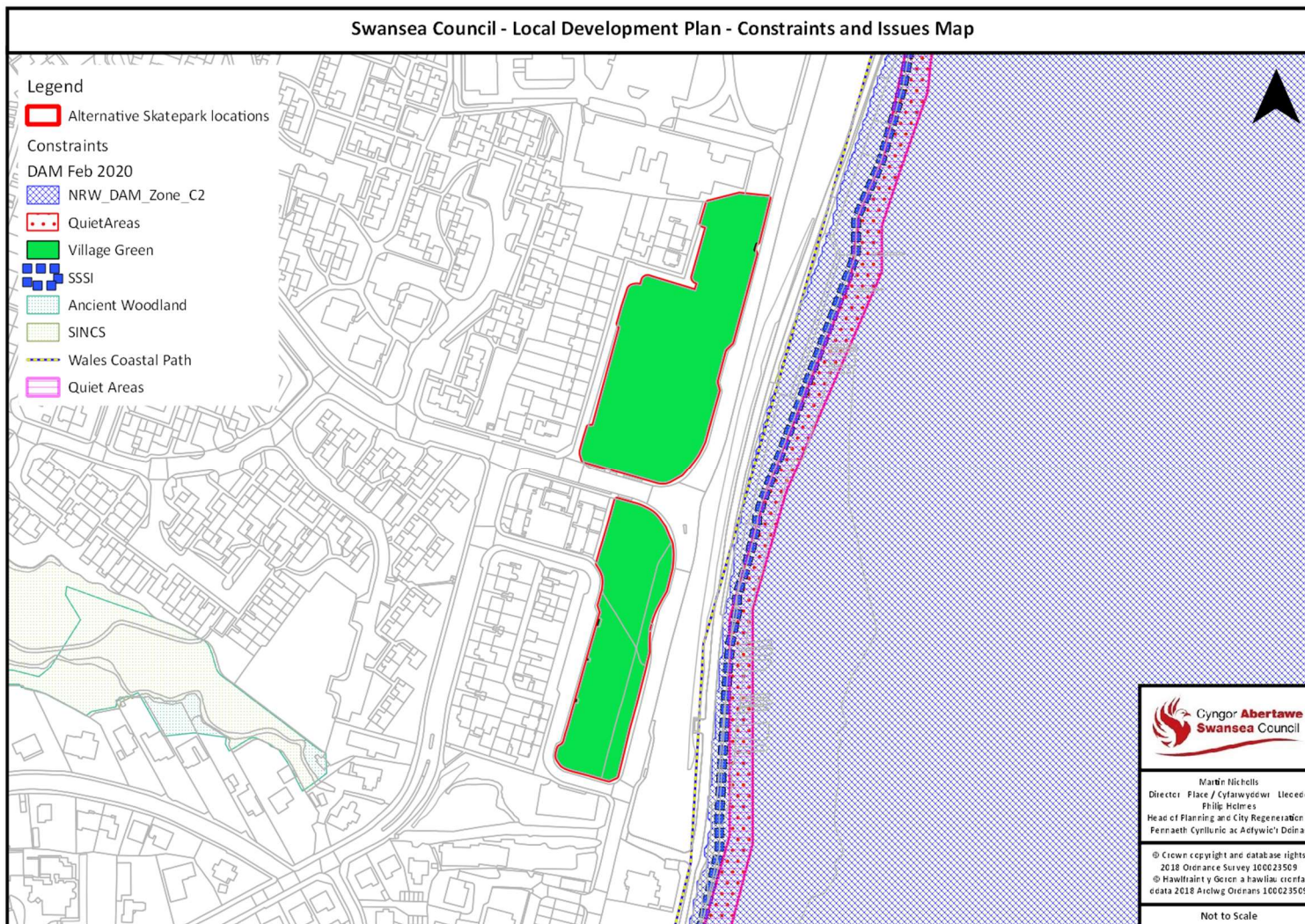
## Background and History

### LDP Proposals Map – White land in the urban settlement. Adjacent to West Cross Local Centre





# LDP Constraints Map – designated Village Greens





Relevant Planning History - None

Planning Assessment

Site Description			
Name	Option 5 - The Village Greens, West Cross		
Context and Character			
Issue	Criteria	Commentary	Notes
Classification	Brownfield	Greenfield	
	<b>Greenfield</b>		
	Brownfield / Greenfield Mix		
Surrounding land use(s)	Agricultural	Territorial Army Depot Public highway Residential use A local centre	
	<b>Residential</b>		
	Employment		
	Leisure		
	<b>Mixed Commercial</b>		
Dominant Landscape functions	<b>Yes</b>	Provides setting to the Bay / foreshore promenade.	
	No		
Key landscape features	Complex	The site has simple landscape features.	
	Moderate		
	<b>Simple</b>		
Impact on areas designated for landscape value	AONB	No impact on areas designated for landscape value	
	SLA		
	Heritage Coast		
Impact on historic designations	Ancient Monument	No impact on historic designations	
	Archaeologically Sensitive Area		
	Archaeological Site		
	Historic Park and Garden and Setting		
	Historic Landscape		
	Conservation Area		

	Listed Building		
Impact on views and vistas	-	Key views across site to coast. Visible from surrounding residential properties, public highway and the coastal path.	
Topography	Level	Slightly sloping	
	Undulating		
	<b>Sloping</b>		
	Mixed		
Natural surveillance	<b>Yes</b>	Yes	
	No		
Presence of overhead cables	Yes	No	The DAS (p18) submitted to accompany the consented planning application (ref: 2019/2345/FUL) discounts the Village Greens on the basis of there being a gas pipeline across the site which prevents the development.
	<b>No</b>		
<b>Regeneration and Community</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Opportunities to contribute to vitality and viability of the area	Significant	Few – Village greens. Mumbles Community Council (MCC) have discounted this site in their assessment of alternative locations due to there apparently being other recreation themed plans for attracting families to the Village Greens, and reported opposition to a skatepark at these sites.	PPW states that town and village greens are protected by legislation and development is generally prohibited except where the development is for the better enjoyment of the land for sports and recreation and in other limited circumstances
	Some		
	<b>Few</b>		
<b>Environment and Climate Change Mitigation</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Impact on open space or recreational space	-	Site is a village green. Picnic tables on the site.	
Impact on Greenspace	-	Site is a village green	
Impact on Biodiversity	-	Trees on the site  No biodiversity designations on the site.	SINC and SSSI to the east of the site.

Flood-risk and drainage	-	No physical constraints identified on the site itself.	
Proximity to existing potential nuisance and/or sources of pollution	Odour	Design should consider impact of busy public highway adjacent to the site	
	<b>Noise</b>		
	Light		
	<b>Air</b>		
Potential impact of future use on existing neighbouring development	Waste	Consider amenity impacts on residential properties  The DAS accompanying the consented scheme discounts this site because of conflicts identified with potential future uses of the Village Greens and opposition from local traders and residents	Designated Quiet Area east of the site
	Odour		
	<b>Noise</b>		
	Light Air		
Land contamination	-	No constraints identified	
Land stability	-	No constraints identified	
<b>Transport and Accessibility</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Vehicular access and car parking opportunities	Yes	Yes, but improvement required	
	<b>Yes, but improvement required</b>	Some car parking at the Local Centre	
	No		
Accessibility to high frequency public transport access point, i.e. bus stop	<b>&lt; 400m</b>	On a major bus route and within 400m of a bus stop	
	< 800m		
	> 800m		
Traffic conditions on nearby highway network	<b>Regularly congested</b>	Regularly congested	
	Congested at times		
	No significant congestion		
Accessibility by active travel means	<b>High</b>	High	
	Moderate	Across the public highway from the coastal cycle/footpath	
	Low		

<b>Deliverability</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Availability	Immediately available	Village Green status	
	Some indication of availability	The DAS accompanying the consented scheme discounts this site because of conflicts identified with potential future uses of the Village Greens and opposition from local traders and residents	
	<b>No indication of availability</b>		
Suitability of site in terms of size and topography	Sufficient useable space to accommodate the facility?	Large area of land but there are constraints to its use	
Constraints	Physical	Village Green status	
	Environmental	Trees	
	Legal (e.g. Common Land; Village Green designations)	Sloping Gas pipeline identified in the supporting evidence for the consented scheme	

### **Summary of Findings**

Both parcels of land are designated Village Greens, which presents significant impediments and constraints to development. Land is valued recreational open space (as evidenced by the Village Green status) on the entrance to the village of Mumbles, and highly visible from the busy Mumbles Road at a gateway to the Village.

It is noted that Mumbles Community Council (MCC) discounted this site in their assessment of alternative locations in support of the submitted planning application, due to there apparently being plans being formulated for a park in front of the local centre which the submitted information identified would be in conflict with a skatepark and opposition from traders and local residents. MCC have also identified a gas pipeline across the site which they say prevents the development (this is information that has not been checked for the purpose of this appraisal).

Amenity impacts are a significant constraint given the proximity to adjacent residential properties.

Not considered suitable for further investigation as a potential development site for the proposal, given significant planning issues and adverse impact on placemaking.

# Skatepark Site Assessment Report

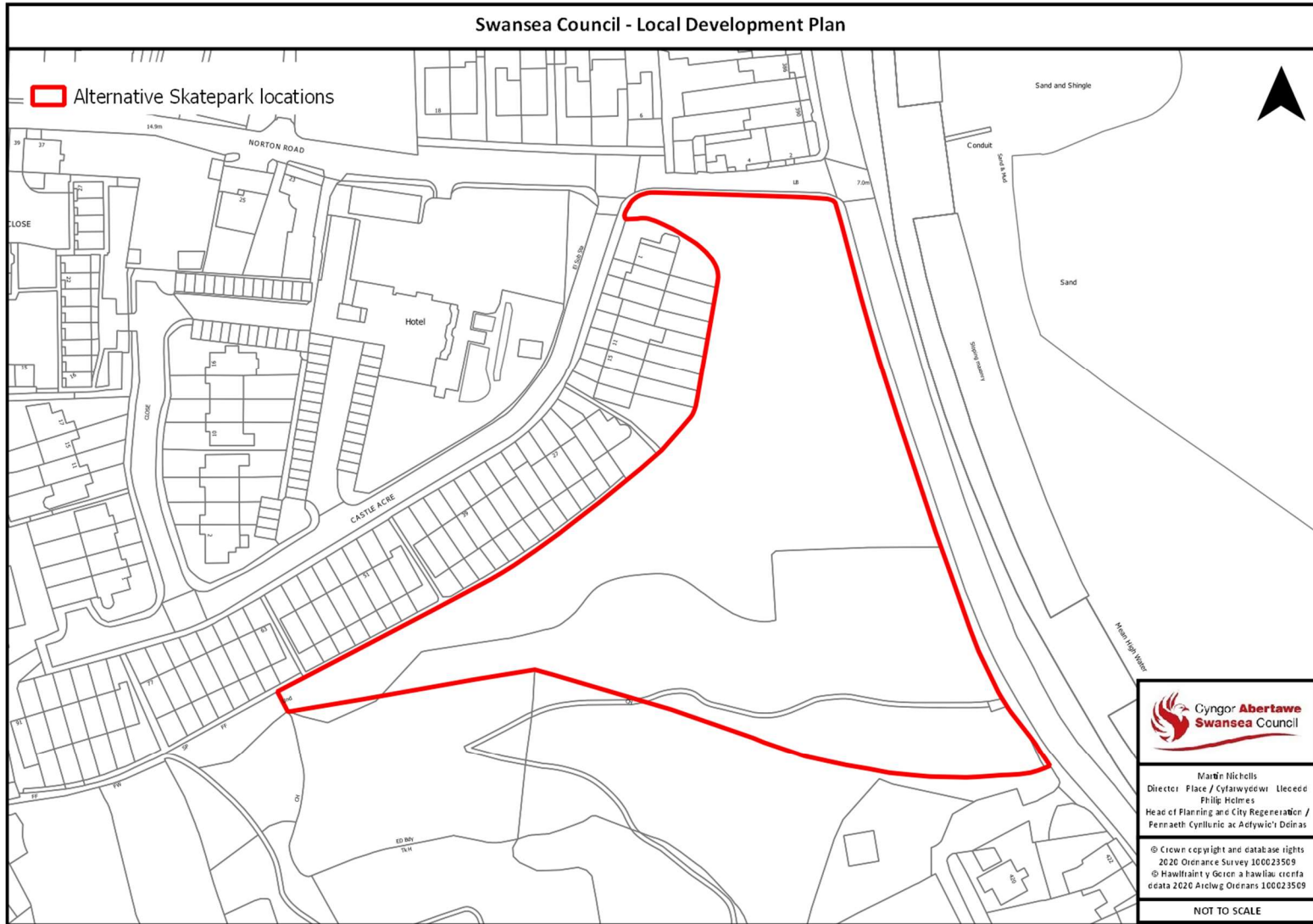


<b>Name</b>	Option 6 - Norton Village Green, Norton
<b>Size</b>	1.21 ha (12,100 sq metres)
<b>Existing Land use</b>	Village Green
<b>Summary of existing use and context</b>	Designated Village Green bordered by residential properties to the west, public highway to the north and east, and woodland to the south, close to the Swansea Bay promenade

## Aerial Photograph

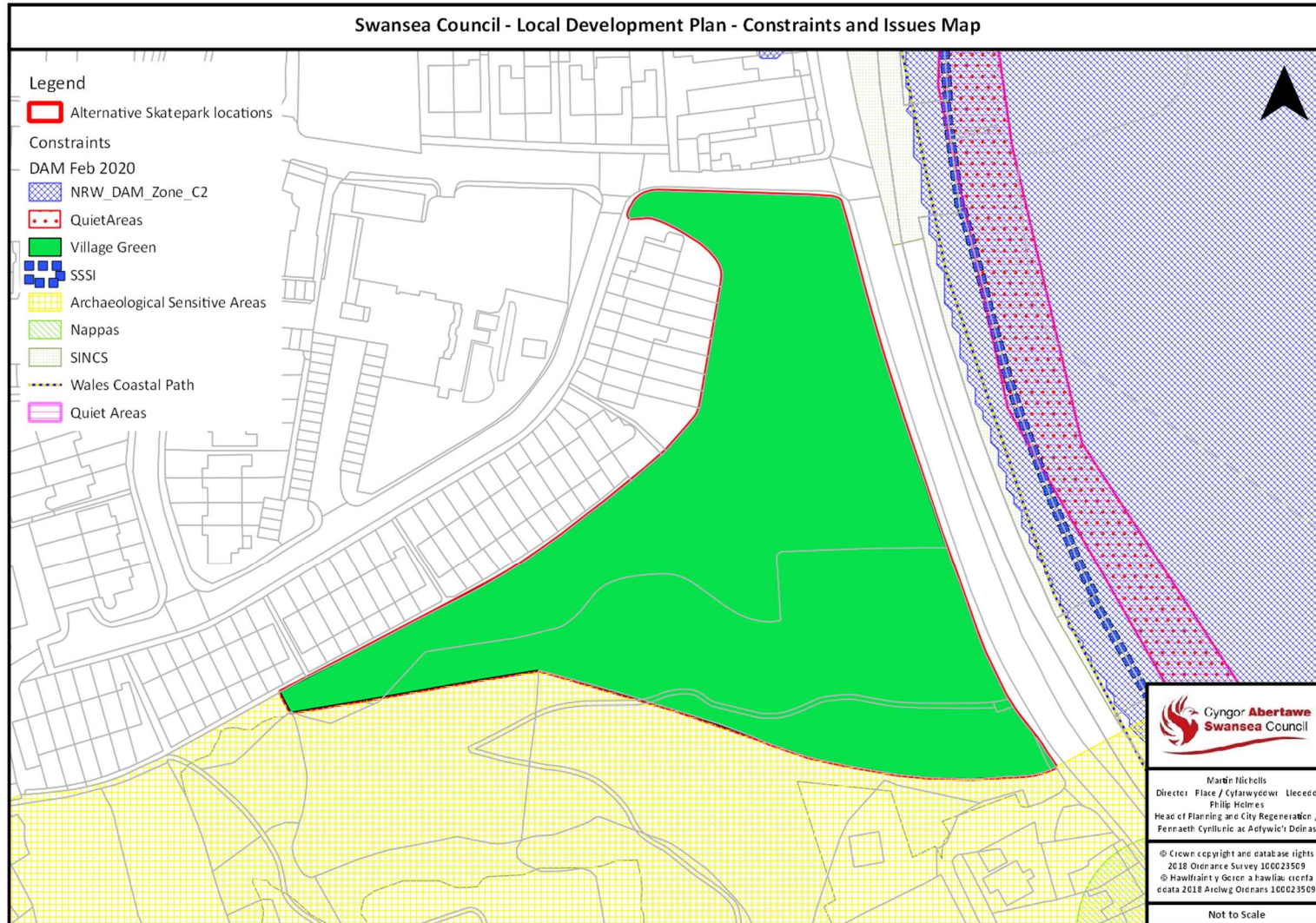


LDP Proposals Map – White land in the urban settlement





**LDP Constraints Map** – designated Village Green across whole site; SINC covering the southern half of the site; Archaeological Sensitive Area extending from the land south of the site into a small area of this site in the south western part



Relevant Planning History - None

Planning Assessment

Site Description			
Name	Option 6 - Norton Village Green, Norton		
Context and Character			
Issue	Criteria	Commentary	Notes
Classification	Brownfield	Greenfield	
	<b>Greenfield</b>		
	Brownfield / Greenfield Mix		
Surrounding land use(s)	Agricultural	Public highway to north and east Residential to west Woodland and grounds of Oystermouth Castle to the south	
	<b>Residential</b>		
	Employment		
	<b>Leisure</b>		
	Mixed Commercial		
Dominant Landscape functions	<b>Yes</b>	Provides setting to the Bay / foreshore promenade and Gateway site on the highway approach to Mumbles.	
	No		
Key landscape features	Complex	Gateway site on the approach to Mumbles.	
	<b>Moderate</b>		
	Simple		
Impact on areas designated for landscape value	AONB	No impact on areas designated for landscape value	
	SLA		
	Heritage Coast		
Impact on historic designations	Ancient Monument	Small part of the site is within the wider Archaeologically Sensitive Area.	
	<b>Archaeologically Sensitive Area</b>		
	Archaeological Site		
	Historic Park and Garden and Setting		
	Historic Landscape		

	Conservation Area		
	Listed Building		
Impact on views and vistas	-	Key views across the site to the Bay. Site is highly visible from surrounding residential properties, public highway and coastal path. Gateway site on the approach to Mumbles.	
Topography	Level	Sloping in places	
	Undulating		
	Sloping		
	<b>Mixed</b>		
Natural surveillance	<b>Yes</b>	Yes	
	No		
Presence of overhead cables	Yes	No	
	<b>No</b>		
<b>Regeneration and Community</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Opportunities to contribute to vitality and viability of the area	Significant	Few – Village green. Majority of the site has biodiversity constraints, while remainder of site is adjacent to residential properties.	
	Some		
	<b>Few</b>		
<b>Environment and Climate Change Mitigation</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Impact on open space or recreational space	-	Site is a Village Green.	
Impact on Greenspace	-	Site is a Village Green	
Impact on Biodiversity	-	Southern half of the site is a SINC and woodland.	
Flood-risk and drainage	-	No physical constraints identified on the site itself.	

Proximity to existing potential nuisance and/or sources of pollution	Odour	Design should consider impact of busy public highway adjacent to the site	
	<b>Noise</b>		
	Light		
	<b>Air</b>		
Potential impact of future use on existing neighbouring development	Waste	Consider amenity impacts on residential properties	Designated Quiet Area east of the site
	Odour		
	<b>Noise</b>		
	Light		
Land contamination	Air	No issues	
	Waste Other		
Land stability	-	No issues	
<b>Transport and Accessibility</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Vehicular access and car parking opportunities	Yes	No – limited parking available near the site	
	Yes, but improvement required		
	<b>No</b>		
Accessibility to high frequency public transport access point, i.e. bus stop	<b>&lt; 400m</b>	On a major bus route and within 400m of a bus stop	
	< 800m		
	> 800m		
Traffic conditions on nearby highway network	<b>Regularly congested</b>	Regularly congested	
	Congested at times		
	No significant congestion		
Accessibility by active travel means	<b>High</b>	High Across the public highway from the coastal cycle/footpath	
	Moderate		
	Low		
<b>Deliverability</b>			
Issue	Criteria	Commentary	Notes

Availability	Immediately available	Village green. Majority of the site has biodiversity constraints, while remainder of site is adjacent to residential properties.	
	Some indication of availability		
	<b>No indication of availability</b>		
Suitability of site in terms of size and topography	Sufficient useable space to accommodate the facility?	Large area of land but there are constraints to its use	
Constraints	Physical	Village Green SINC and woodland Residential amenity impacts Small part of the site is within the wider Archaeologically Sensitive Area.	
	Environmental		
	Legal (e.g. Common Land; Village Green designations)		

### Summary of Findings

Site is a designated Village Green, which presents significant impediments and constraints to development. Land is valued recreational open space (as evidenced by the relatively recently gained Village Green Status) on the entrance to the village of Mumbles, and highly visible from the busy Mumbles Road at a gateway to the Village.

Majority of the site is a designated SINC comprising woodland; while remainder is adjacent to residential properties where the amenity impacts are unlikely to be acceptable. Part of the site is in the Archaeologically Sensitive Area associated with the castle.

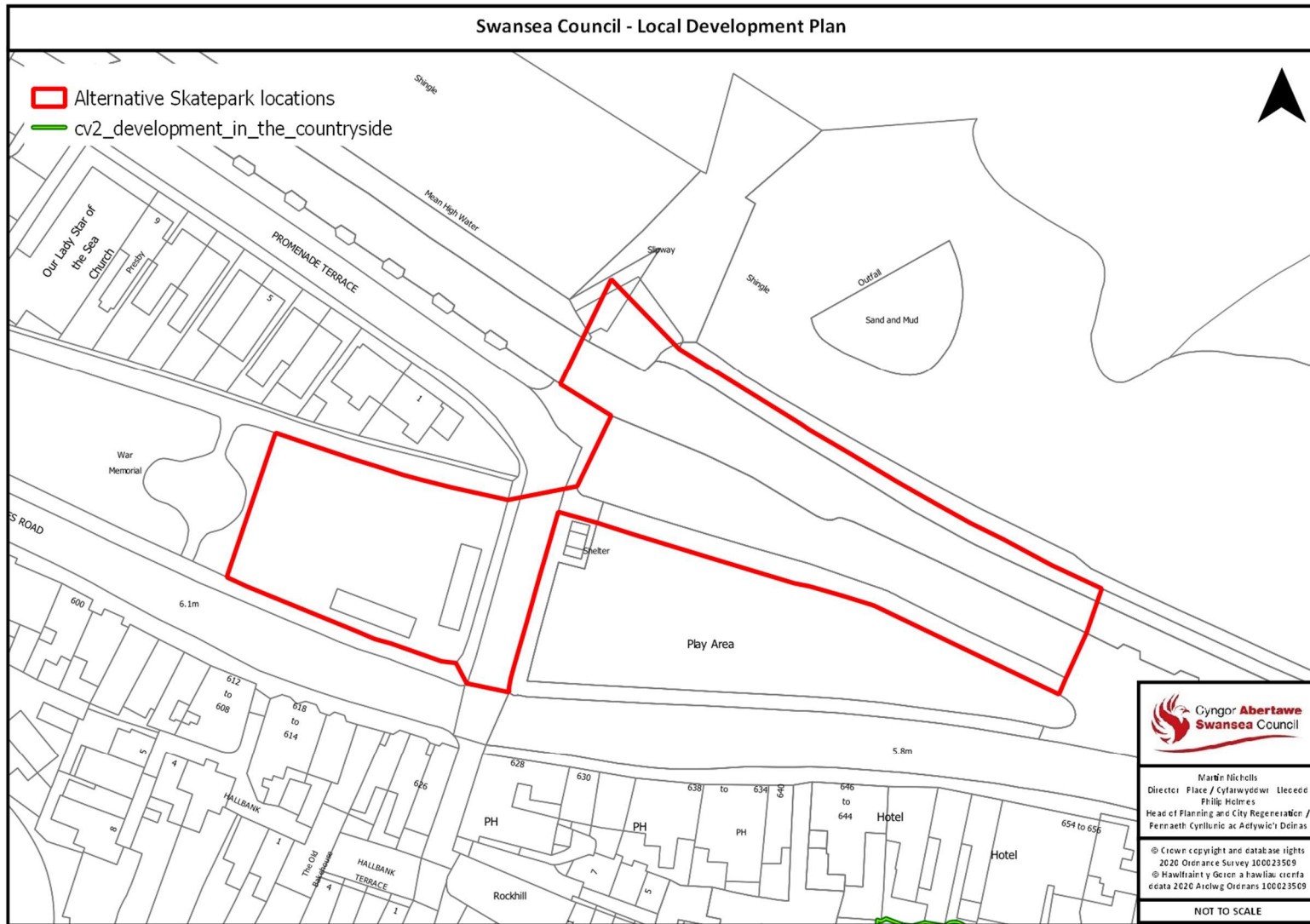
Not considered suitable for further investigation as a potential development site for the proposal, given significant planning issues and adverse impact on placemaking and biodiversity.





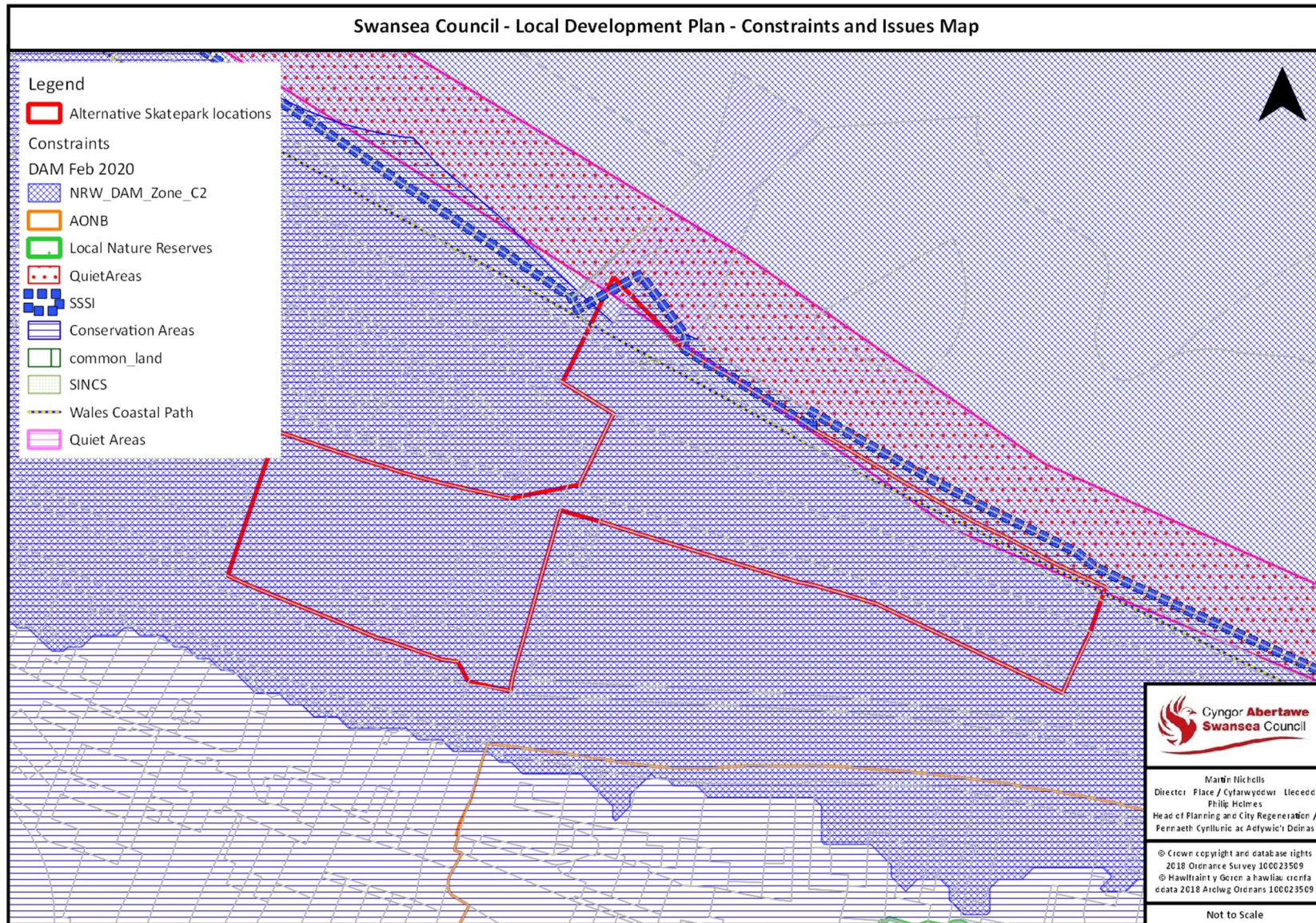
# Background and History

## LDP Proposals Map – White land in the urban settlement





# LDP Constraints Map – Conservation Area; Flood Zones; Coastal path, SSSI, SINCS, and Quiet Area on coastal edge of site



## Relevant Planning History

A00/1283 Mumbles Gardens Cenotaph Area Mumbles Road, Mumbles Swansea

Erection of A Memorial Sculpture

2015/2300 Wall Adj. The Promenade The Mumbles Swansea

Repair, strengthening and addition of 0.15m granite capping stone to existing dwarf wall and associated works

2010/0621 Land Between Verdi's And Arcade Along Mumbles Promenade, Swansea

12 banner promotional signs on lighting columns (Council Development Regulation 3)

2019/0433/FUL Land Adjacent To The Slip Adjacent To Promenade Terrace, Mumbles Swansea SA3 4DS

Installation of a 20 bicycle rack station

2019/0349/SCR Mumbles Promenade Coastal Defences Mumbles Swansea

Environmental Impact Assessment (EIA) Screening Opinion Request: Works to Mumbles Sea Wall



## Planning Assessment

Site Description			
Name	Option 7 - Land adjacent and opposite Southend Playground, Mumbles		
Context and Character			
Issue	Criteria	Commentary	Notes
Classification	Brownfield	Brownfield / Greenfield Mix	
	Greenfield		
	<b>Brownfield / Greenfield Mix</b>		
Surrounding land use(s)	Agricultural	Flood defence and beach to the north Promenade cycle and pedestrian path Play area to the south/South east Southend gardens to the west Residential properties on Promenade Terrace Mumbles Road	
	<b>Residential</b>		
	Employment		
	<b>Leisure</b>		
	Mixed Commercial		
Dominant Landscape functions	<b>Yes</b>	Entire site situated in a Conservation Area.	
	No		
Key landscape features	Complex	Entire site situated in a Conservation Area.	
	<b>Moderate</b>		
	Simple		
Impact on areas designated for landscape value	AONB	No impact on areas designated for landscape value	
	SLA		
	Heritage Coast		
Impact on historic designations	Ancient Monument	Entire site situated in a Conservation Area	
	Archaeologically Sensitive Area		
	Archaeological Site		
	Historic Park and Garden and Setting		
	Historic Landscape		
	<b>Conservation Area</b>		
Listed Building			



Impact on views and vistas	-	Entire site situated in a Conservation Area. Site visible from adjacent busy public highway. Site visible on the foreshore from the beach/sea.	
Topography	<b>Level</b>	Level	
	Undulating		
	Sloping		
	Mixed		
Natural surveillance	<b>Yes</b>	Yes	
	No		
Presence of overhead cables	Yes	No	
	<b>No</b>		
<b>Regeneration and Community</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Opportunities to contribute to vitality and viability of the area	Significant	Located in a Conservation Area The 'Southend Gardens' part of the site is currently being used as a hospitality area for commercial businesses, permitted as part of the Council's multi-agency response to the Covid crisis and the additional requirements for outdoor space.	
	Some		
	<b>Few</b>		
<b>Environment and Climate Change Mitigation</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Impact on open space or recreational space	-	Loss of open space	
Impact on Greenspace	-	Loss of green space on the western parcel of land	
Impact on Biodiversity	-	Potential to lose trees  SINC and SSSI on the coastal edge of site	

Flood-risk and drainage	-	Located in Flood Zones	
Proximity to existing potential nuisance and/or sources of pollution	Odour	None	
	Noise		
	Light		
	Air		
	Waste		
Potential impact of future use on existing neighbouring development	Odour	Residential amenity impacts	Adjacent a designated Quiet Area
	<b>Noise</b>		
	Light		
	Air		
	Waste		
Land contamination	-	No issues	
Land stability	-	No issues	
<b>Transport and Accessibility</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Vehicular access and car parking opportunities	Yes	Public car park nearby. Limited on-street parking	
	<b>Yes, but improvement required</b>		
	No		
Accessibility to high frequency public transport access point, i.e. bus stop	<b>&lt; 400m</b>	On a main bus route and bus stops within 400 m	
	< 800m		
	> 800m		
Traffic conditions on nearby highway network	<b>Regularly congested</b>	Regularly congested on the approach to Mumbles. Location would draw traffic through the Village.	
	Congested at times		
	No significant congestion		
Accessibility by active travel means	<b>High</b>	High	
	Moderate		
	Low	Located adjacent to the coastal cycle/footpath	
<b>Deliverability</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>

Availability	Immediately available	Not in the short term and medium term unclear. Part of a park Other area of the site awaiting flood mitigation works, and currently part of the promenade and used for boat storage	
	Some indication of availability		
	<b>No indication of availability</b>		
Suitability of site in terms of size and topography	Sufficient useable space to accommodate the facility?	No	
Constraints	Physical	Flood risk – significant flood alleviation works anticipated in vicinity Conservation Area Trees Quiet Area SINC SSSI	
	Environmental		
	Legal (e.g. Common Land; Village Green designations)		

### Summary of Findings

Site partly encompasses an area within a public park as well as the promenade and boat storage area at this location.

The entirety of the site is located in a Conservation Area. The promenade part of the site is adjacent a SSSI, SINC and Quiet Area.

The site is a designated flood risk area and will be affected by the significant flood alleviation infrastructure works anticipated to be constructed, relating to the NRW 'sea defence' project. There are no final design details as yet for this project. Whilst such works may theoretically present a larger area of public realm and recreational/'developable' area (broadly where the current boat storage is), it is not clear at this time what the extent and form of such area would be, or indeed if there would be sufficient area for the structure and the surrounding circulation, open space and potential viewing of visitors/spectators.

In terms of the current area adjacent to the promenade (i.e. the boat storage area) the appraisal indicates this is insufficient in size to accommodate the proposals. This is having regard not only to the area required for the minimum footprint of the skateramp structure itself, but also for surrounding circulation, open space and potential viewing of visitors/spectators. This presents an obvious impediment to the delivery of a scheme at this location within the short term.

The 'Southend Gardens' part of the site is currently being used as a hospitality area for commercial businesses, permitted as part of the Council's multi-agency response to the Covid crisis and the additional requirements for outdoor space. Whilst this is currently operating as a temporary use, this could potentially become a more permanent, or at least seasonal, arrangement in the interests of wider regeneration and economic development priorities.

Whilst outside the site put forward for appraisal, the adjacent children's playground is in any event an important area of play space for residents and for the visitor economy, and any proposals that would reduce its provision would be required to relocate the facilities in the immediate area. It is not clear whether any opportunities exist to relocate the facilities in this manner.

The appraisal indicates the existing site is not suitable for the proposed development in its current form, and therefore the site is considered unsuitable in the short term. The lack of clarity on the potential size of the new area of public realm and recreation space that may follow the completion of future infrastructure works at this location (associated with the flood defence scheme) means it is not possible to fully assess as part of this appraisal whether in future this part of the site could offer any opportunity for the nature of the development proposed. Early indications are that the area to be potentially created through these works would be too small for the size and scale of skate park that is described in the submitted documentation for the scheme granted planning permission, however it may be feasible for the public realm design of this new space to incorporate skateable features, for example for entry level skaters and beginners to practice before using the more challenging facilities that are proposed for the full scheme.

# Skatepark Site Assessment Report



<b>Name</b>	Option 8 - Underhill Park, Mumbles
<b>Size</b>	6.97 Ha (69,700 sq m)
<b>Existing Land use</b>	Greenspace
<b>Summary of existing use and context</b>	Underhill Park in Mumbles. **N.B. Future plans for the park have recently been given planning permission under ref: 2019/1442/FUL (see Appendix 1) and would need to be taken into account in any further review.**

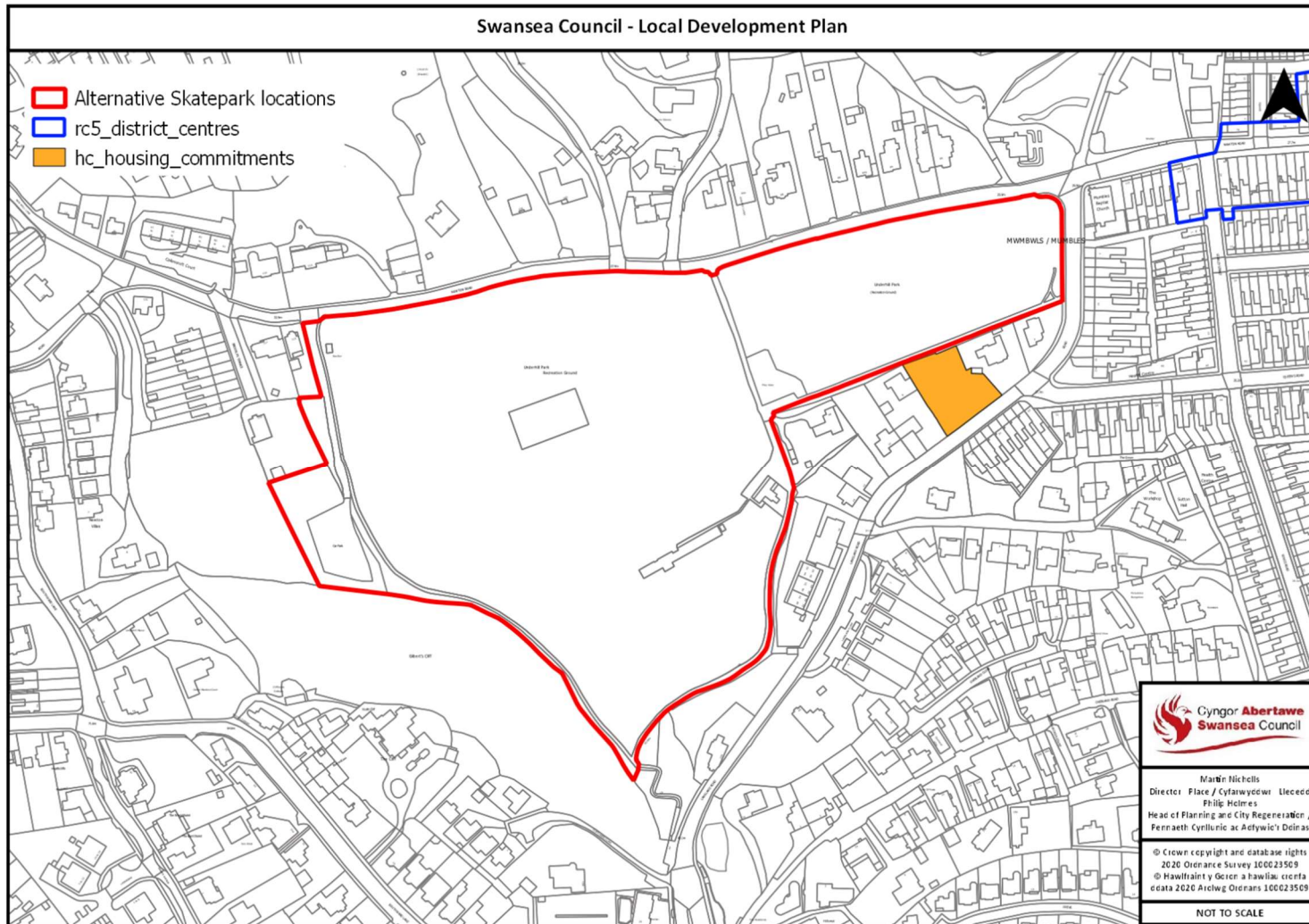
## Aerial Photograph



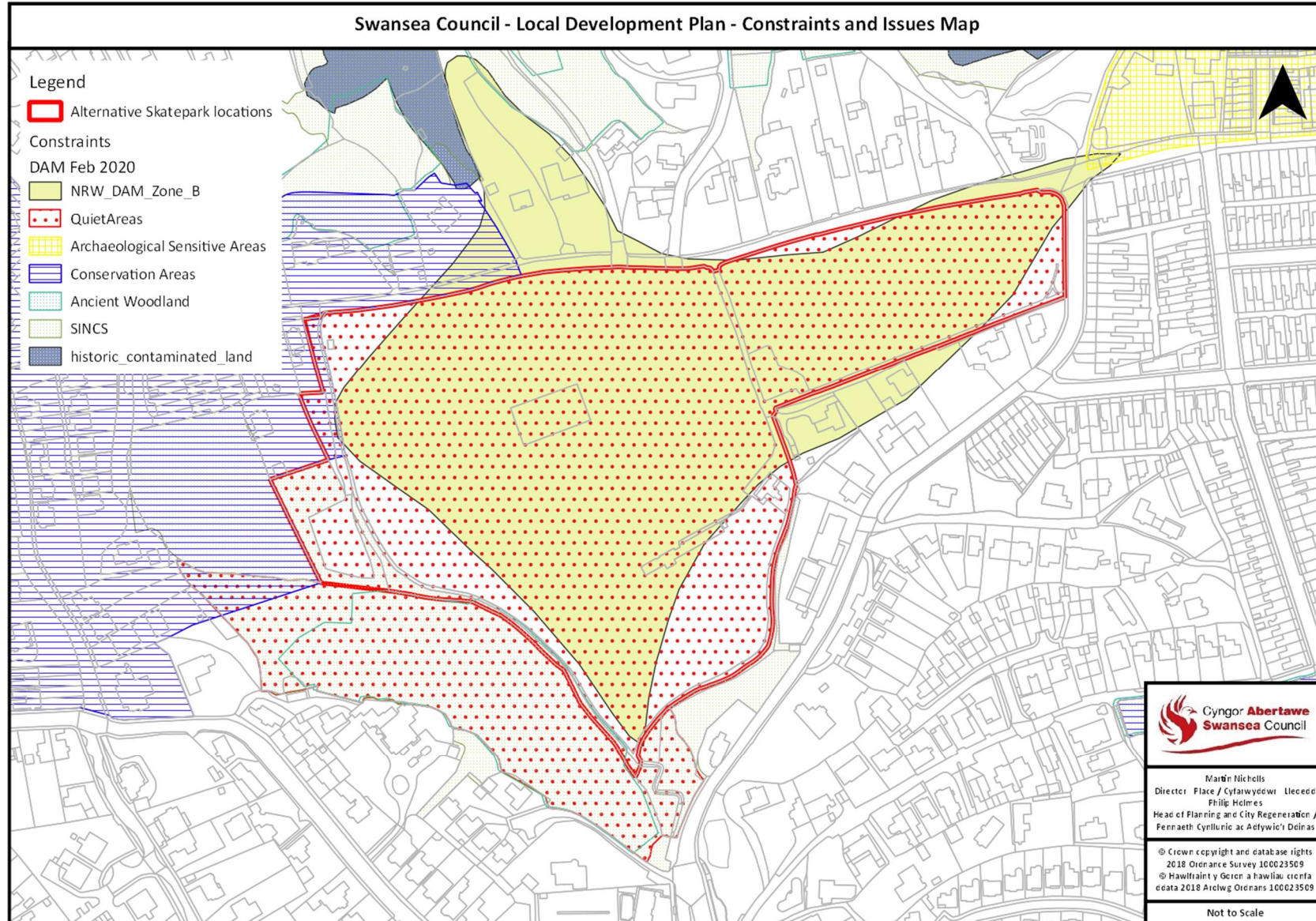


## Background and History

### LDP Proposals Map – White land in the urban settlement



# LDP Constraints Map – Quiet Area, Flood Zone B. Conservation Area on western edge. SINC around car park



## Relevant Planning History

2016/1329 Changing Rooms Underhill Park Newton Road Newton Swansea SA3 4QU Approved 04/10/2016

Two storey community building (outline) including access alterations, landscaping and reconfiguration and formulisation of existing car park.

2019/1442/FUL Underhill Park, Changing Rooms Newton Road Newton Swansea SA3 4QU Approved 15/11/2019

Redevelopment of external playing areas adjacent to existing changing rooms to form new all-weather pitch with associated floodlighting and 4m high perimeter fencing and repositioning of other outlined playing areas to utilise former redundant areas Refurbishment of existing changing rooms and construction of an extension to provide a café / community room, new shower / changing rooms, first aid room, plant room and secure storage areas. New Electric transformer station and secure vehicle access and compound and associated security fencing.



## Planning Assessment

Site Description			
Name	Option 8 – Land at Underhill Park, Mumbles		
Context and Character			
Issue	Criteria	Commentary	Notes
Classification	Brownfield	Greenfield Includes the car park area	
	Greenfield		
	<b>Brownfield / Greenfield Mix</b>		
Surrounding land use(s)	Agricultural	Woodland to the west Newton Road and residential properties to the north Residential properties on Langland Road to the east and south	
	<b>Residential</b>		
	Employment		
	Leisure		
	Mixed Commercial		
Dominant Landscape functions	<b>Other</b>	Yes	
	<b>Yes</b>		
Key landscape features	No	Moderate  Conservation Area to the western end	
	Complex		
	<b>Moderate</b>		
Impact on areas designated for landscape value	Simple	No impact on areas designated for landscape value	
	AONB		
	SLA		
Impact on historic designations	Heritage Coast	Conservation Area to the western end  Listed Building off Newton Road within the Conservation Area	
	Ancient Monument		
	Archaeologically Sensitive Area		
	Archaeological Site		
	Historic Park and Garden and Setting		
	Historic Landscape		
	<b>Conservation Area</b>		
<b>Listed Building</b>			

Impact on views and vistas	-	Consideration of the setting of the Listed Building and Conservation Area would be required, these are at the western end of the site.  Views into the park from surrounding residential properties	
Topography	<b>Level</b>	Level	
	Undulating		
	Sloping		
	Mixed		
Natural surveillance	<b>Yes</b>	Yes from other park users	
	No		
Presence of overhead cables	Yes	No	
	<b>No</b>		
<b>Regeneration and Community</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Opportunities to contribute to vitality and viability of the area	<b>Significant</b>	Some – From consideration of the future plans for the Park, consented under ref: 2019/1442/FUL, there is potentially unused level space, subject to further investigation, at the western end of the field containing the third football pitch on the attached plan (Appendix 1), subject to further investigations, and consideration of how this could coexist satisfactorily with the recently refurbished children's playground.	Large site, well in excess of the 748 sq m footprint required by the approved scheme (ref 2019/2345/FUL).
	Some		
	Few		
<b>Environment and Climate Change Mitigation</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Impact on open space or recreational space	-	There would be a change in type of recreational space	
Impact on Greenspace	-	Loss of greenspace to provide a recreational facility	



Impact on Biodiversity	-	SINC around the car park to the western end of the site	
Flood-risk and drainage	-	Flood risk zone B	
Proximity to existing potential nuisance and/or sources of pollution	Odour	None	
	Noise		
	Light		
	Air		
	Waste		
Potential impact of future use on existing neighbouring development	Odour	Noise – the Park is a Quiet Area therefore mitigation measures would need to be carefully considered	
	<b>Noise</b>		
	Light		
	Air		
	Waste Other		
Land contamination	-	No issues	
Land stability	-	No issues	
<b>Transport and Accessibility</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Vehicular access and car parking opportunities	<b>Yes</b>	Yes	
	Yes, but improvement required	Car park exists for the wider park. Limited on-street parking	
	No		
Accessibility to high frequency public transport access point, i.e. bus stop	<b>&lt; 400m</b>	Located within 400m of a bus stop	
	< 800m		
	> 800m		
Traffic conditions on nearby highway network	Regularly congested	No significant congestion	
	Congested at times		
	<b>No significant congestion</b>		
Accessibility by active travel means	High	Low for the wider population	
	Moderate		

		Low	
<b>Deliverability</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
			□
Availability	Immediately available	Potential area of under utilised level openspace within the park	
	<b>Some indication of availability</b>		
	No indication of availability		
Suitability of site in terms of size and topography	Sufficient useable space to accommodate the facility?	Potential area of under utilised level openspace within the park, but some constraints to be considered	
Constraints	Physical	Quiet Area Conservation Area / listed building adjacent to western end of site. SINC around car park at western end of site	
	Environmental		
	Legal (e.g. Common Land; Village Green designations)		

### **Summary of Findings**

The site put forward for appraisal includes the whole of Underhill Park and related parking area, however the appraisal indicates that the formal pitches preclude much of the site from being available for development and the parking area provides an important facility in conjunction with the beneficial use of the park. The appraisal indicates there may be a potential opportunity for further investigation to accommodate the footprint required for the proposed scheme at the western end of the field containing the third football pitch – as identified on the attached plan (Appendix 1). This part of the site is a location away from the Conservation Area, listed building and SINC designations, and on land which appears to be informal greenspace not used for football/rugby/cricket or subject to future plans. It is relatively sustainable in terms of accessibility by active travel and bus to the wider population. However it is noted that the total site area required should allow for surrounding circulation, open space and potential viewing of visitors/spectators and that therefore the required area therefore needs to be larger than the minimum footprint of the structure itself. Further analysis would be required to assess whether a newly designed scheme would sufficiently allow for the total site area required, having regard to the adjoining uses.

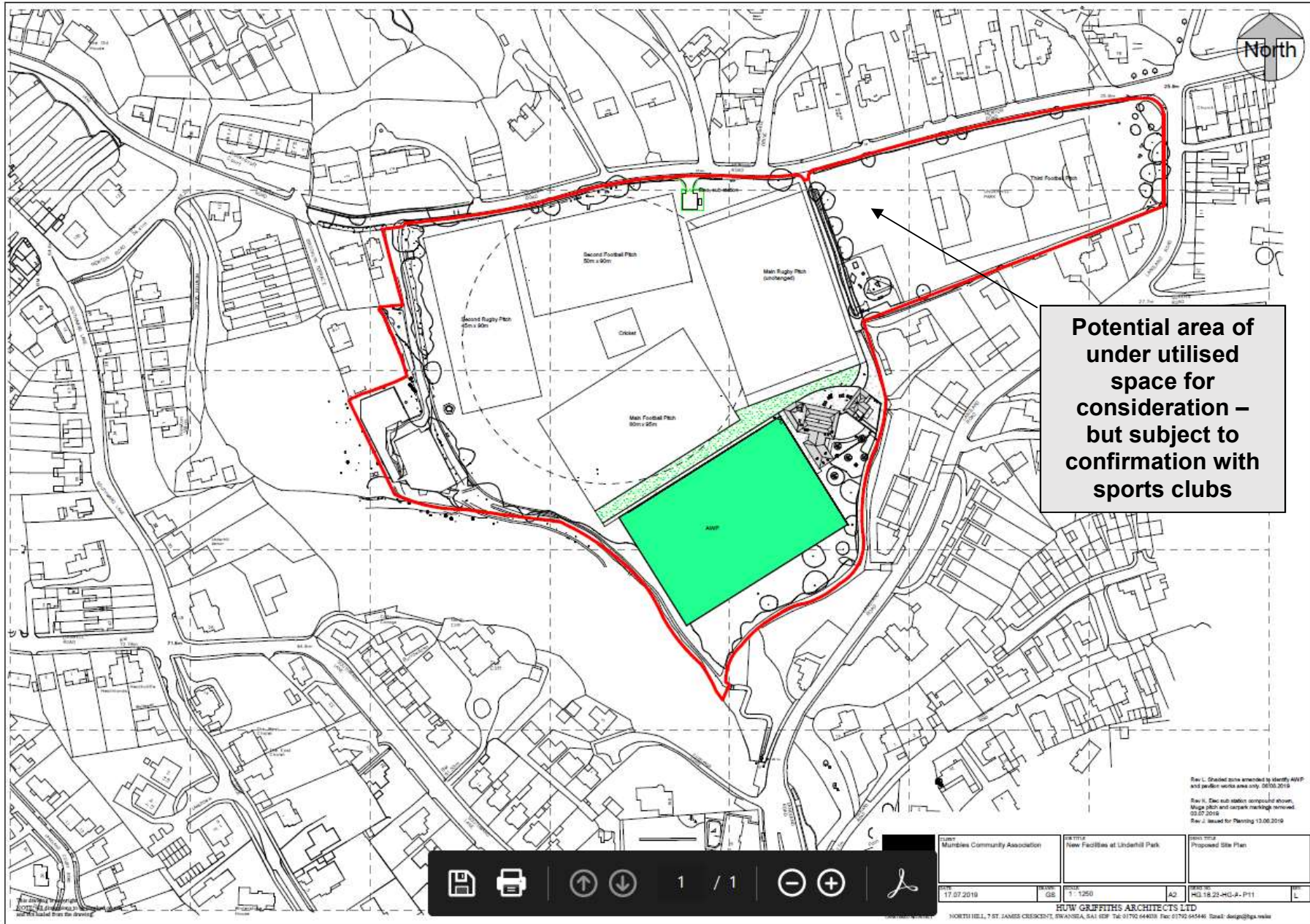
It is also important to note that historically this area has been used as a winter training area, away from the formal pitches, and it is not clear whether a suitable alternative exists for the beneficial use of sports clubs if this area was not available for such a purpose. It will be important to discuss these matters with representatives from relevant rugby and football teams, and relevant Council officers

and Members, as to the requirements of the clubs in this regard in order to ascertain whether this part of the site is suitably 'available' for other leisure facilities.

As well as the above mentioned issues, as part of further investigations consideration would need to be given to amenity impact on residential properties on Newton Road, the Quiet Area designation, and how a skatepark could coexist satisfactorily with the recently refurbished children's playground.

Subject to the satisfactory resolution of the issues identified, part of the site is considered to have potential for further consideration for the proposed development.

# Appendix 1 – Future Plans for Underhill Park - 2019/1442/FUL





# Skatepark Site Assessment Report



<b>Name</b>	Option 9 - Limeslade Car Park, Mumbles
<b>Size</b>	2.01 ha (20,100 sq m)
<b>Existing Land use</b>	Greenspace
<b>Summary of existing use and context</b>	Car park, landscaped areas and area of greenspace containing a children's playground. Car park serves the adjacent beaches and commercial tourism facilities, including bar, restaurant and pier entertainment area.

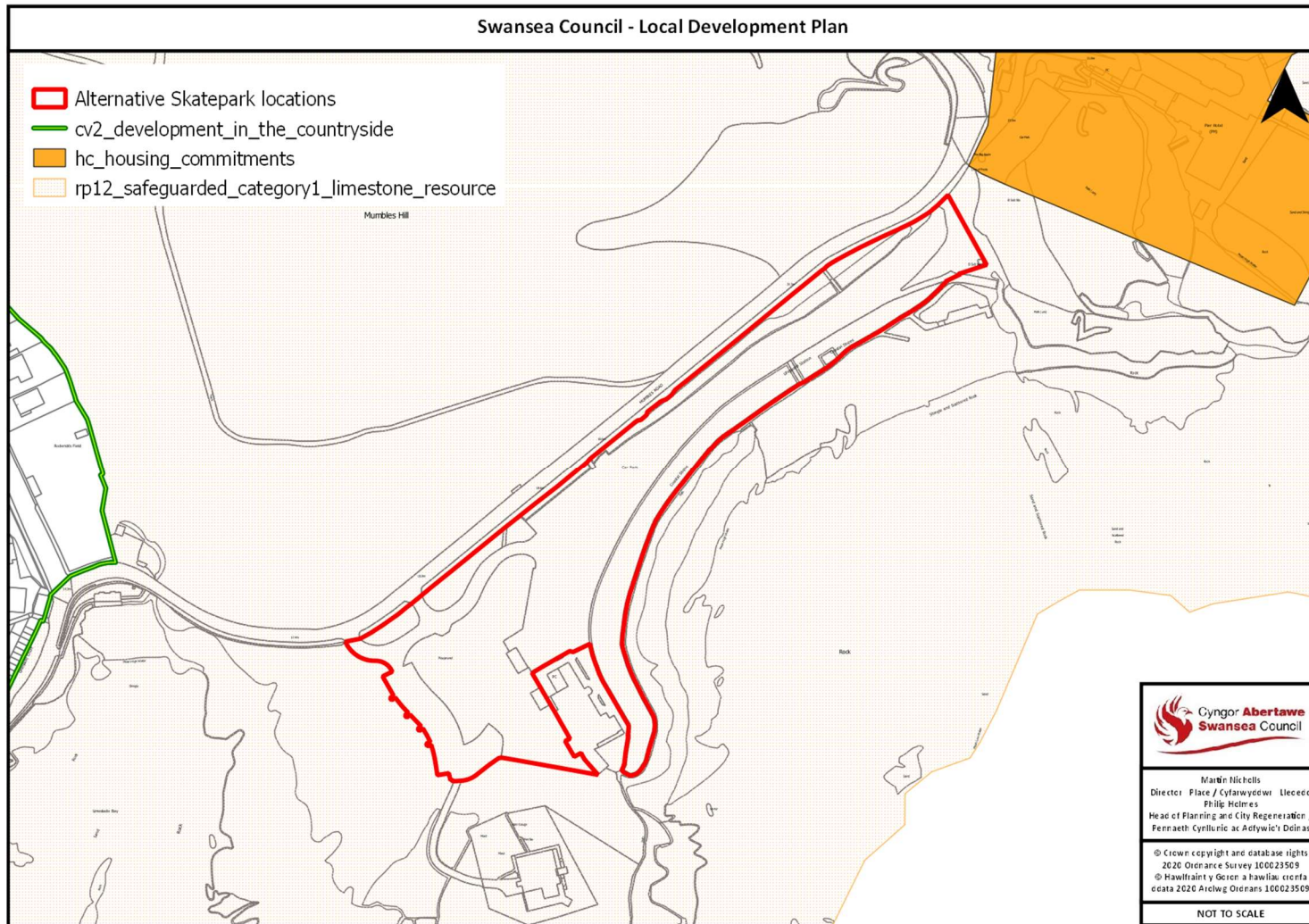
## Aerial Photograph





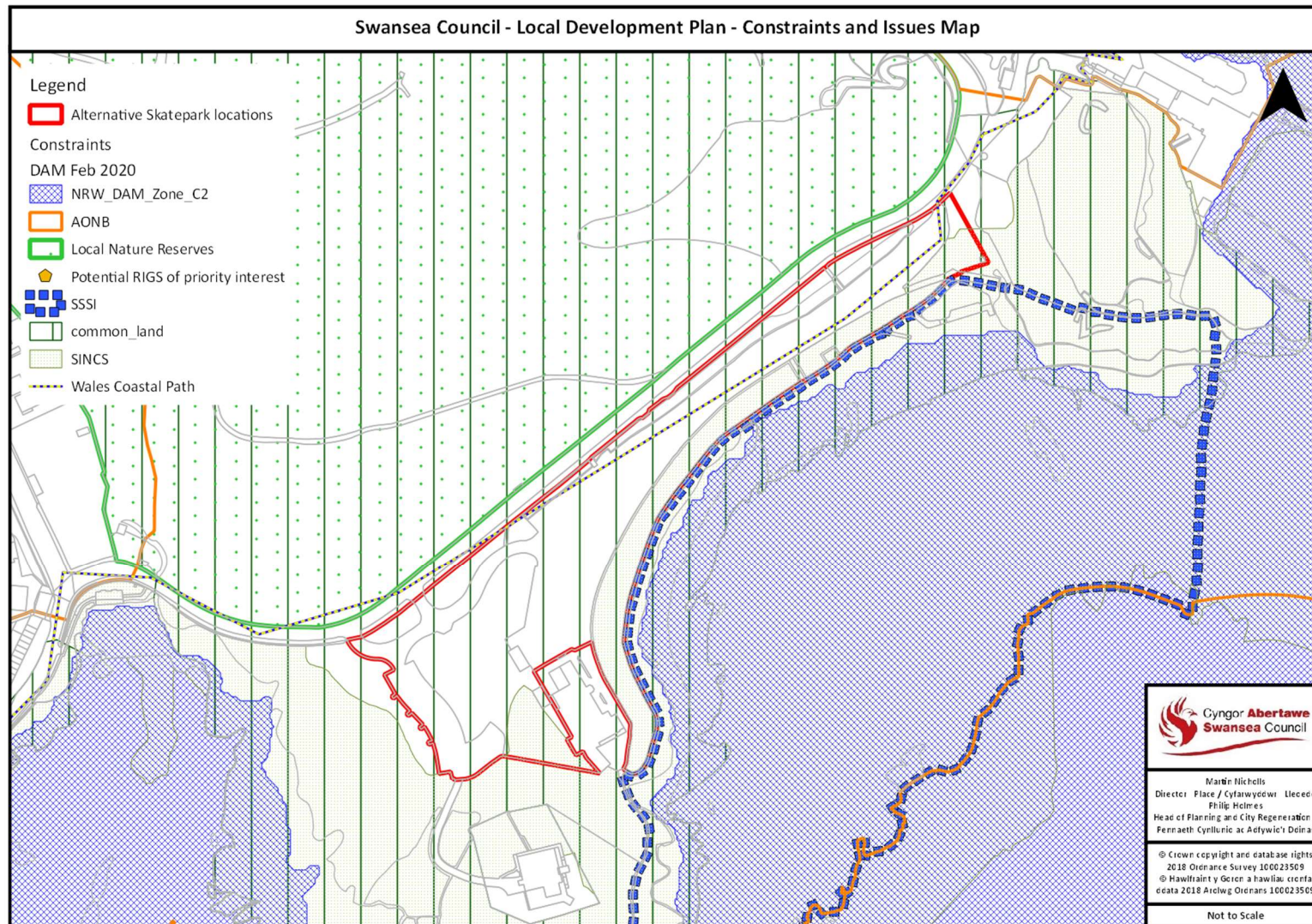
## Background and History

**LDP Proposals Map** – located outside of the urban settlement in the countryside. Safeguarded Category 1 Limestone Resource.





**LDP Constraints Map** – Located within the Gower AONB; entire site is Common Land. The greenspace is a SINCS. Wales Coastal Path runs through the site. Borders a SSSI.



## Relevant Planning History

A00/1189 Castellamare Mumbles Road, Mumbles Swansea

First floor side extension to form office accommodation with two storey link extension to existing building to form additional storage

A01/0274 Castellamare, Mumbles Road, Mumbles, Swansea

Single storey side extension to southern elevation with balcony extension above and extension of proposed balcony to front elevation (amendment to planning permission 99/1298 granted 13th June 2000)

98/1612 Castellamare Mumbles Road, Mumbles Swansea

Erection of cafe bar conservatory extension, conversion of public toilets to cafe bar and first floor living accommodation to ancillary office/store, erection of new public toilets and lifeguard store and external alterations

99/1298 Castellamare Mumbles Road, Mumbles Swansea

Erection of additional balcony to side elevation and construction of pitched roof over existing flat roof

99/0807 Castellamare Mumbles Road, Mumbles Swansea

Erection of first floor side conservatory, with additional balcony to side elevation

2003/0591 Castellamare, Bracelet Bay, Mumbles, Swansea

Single storey side extension to southern elevation with balcony above, extension of balcony to front elevation, construction of pitched roof over existing flat roof and additional two storey entrance extension (amendment to planning permission A01/0274 granted 18th May 2001)

2008/1213 Castellamare, Bracelet Bay, Mumbles, Swansea

Variation of condition one of planning permission 2003/0591 granted 18th August 2003 in order to extend the time to commence the development

2018/2558/PRE 'replace existing restaurant, café bar and function room with spa hotel, wedding venue and café'

2019/0618/ADV Bracelet Bay Car Park Mumbles Road Mumbles Swansea SA3 4JT

One non-illuminated freestanding information sign/advertisement boards (Council Development Regulation 3)

## Planning Assessment

Site Description			
Name	Option 9 - Limeslade Car Park, Mumbles		
Context and Character			
Issue	Criteria	Commentary	Notes
Classification	Brownfield	Mostly brownfield Some greenfield	
	Greenfield		
	<b>Brownfield / Greenfield Mix</b>		
Surrounding land use(s)	Agricultural	Mumbles Road to the north Coastal areas Castlemare restaurant	
	Residential		
	Employment		
	Leisure		
	<b>Mixed Commercial</b>		
Dominant Landscape functions	<b>Yes</b>	Located within the AONB and so forms part of a landscape of national importance that is protected by statute for the purpose of conserving and enhancing its natural beauty	
	No		
Key landscape features	Complex	Located within the AONB	
	<b>Moderate</b>		
	Simple		
Impact on areas designated for landscape value	<b>AONB</b>	Located within the AONB	
	SLA		
	Heritage Coast		
Impact on historic designations	Ancient Monument	No impact on historic designations	
	Archaeologically Sensitive Area		
	Archaeological Site		
	Historic Park and Garden and Setting		
	Historic Landscape		



	Conservation Area		
	Listed Building		
Impact on views and vistas	-	Views across site to coast. Highly visible from land and coast	
Topography	Level	Mostly level, greenspace area is sloping	
	Undulating		
	Sloping		
	<b>Mixed</b>		
Natural surveillance	Yes	Limited at certain hours eg evenings	
	<b>No</b>		
Presence of overhead cables	Yes	No	
	<b>No</b>		
<b>Regeneration and Community</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Opportunities to contribute to vitality and viability of the area	Significant	Few – site has constraints	
	Some		
	<b>Few</b>		
<b>Environment and Climate Change Mitigation</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Impact on open space or recreational space	-	Some open space but site is mostly car park	
Impact on Greenspace	-	Some green space but site is mostly car park	
Impact on Biodiversity	-	SINC covers green areas of the site around the car park and playground	
Flood-risk and drainage	-	No designations on the site	
Proximity to existing potential nuisance and/or sources of pollution	Odour	None	
	Noise		
	Light		
	Air		
	Waste		

Potential impact of future use on existing neighbouring development	Odour	Consideration of amenity impacts on restaurant and play ground and continued operation of the car park	
	<b>Noise</b>		
	Light		
	Air		
	Waste <b>Other</b>		
Land contamination	-	No issues	
Land stability	-	No issues	
<b>Transport and Accessibility</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Vehicular access and car parking opportunities	<b>Yes</b>	Yes	
	Yes, but improvement required	Car parking on site	
	No		
Accessibility to high frequency public transport access point, i.e. bus stop	<b>&lt; 400m</b>		
	< 800m		
	> 800m		
Traffic conditions on nearby highway network	<b>Regularly congested</b>	Regularly congested on the approach to Mumbles. This location would draw traffic through Mumbles village.	
	Congested at times		
	No significant congestion		
Accessibility by active travel means	High	Low for the wider population, less sustainable site than the consented scheme.	
	Moderate		
	<b>Low</b>		
<b>Deliverability</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Availability	Immediately available	No indication of availability - site in active use as a playground and car park for beaches and restaurant.	
	Some indication of availability		

	<b>No indication of availability</b>		
Suitability of site in terms of size and topography	Sufficient useable space to accommodate the facility?	Large site but has constraints	
Constraints	Physical	Located within the Gower AONB	
	Environmental	Entire site is Common Land	
	Legal (e.g. Common Land; Village Green designations)	The greenspace is a SINC Wales Coastal Path runs through the site. Borders a SSSI	

### Summary of Findings

Site is currently in active use as a car park for the beaches and restaurant. The loss of car parking would need thorough assessment to demonstrate the proposed loss would not be to the detriment of the local economy and visitors which requires such facilities to support commercial and tourism operations. The Council has previously received proposals to replace the existing restaurant, café bar and function room with spa hotel, wedding venue and café' and such a development would potentially impact on the amount of land available for a skate park, due to the amount of necessary parking provision for the hotel/wedding venue. In its response to this pre-application, the Council's transport department stated that *'the redevelopment of the site would rely on the council car park being available to provide parking for all the proposed uses. Whilst this is not a problem in itself there would be no guarantee of the availability or otherwise of sufficient spaces, particularly in the summer months.'*

It is located in the Countryside where there is a presumption against development, and within the Gower AONB, and so forms part of a landscape of national importance that is protected by statute for the purpose of conserving and enhancing its natural beauty.

Entire site is Common Land, which presents a significant impediment to development.

The area outside of the car park is a playground, SINC and is sloping.

A relatively unsustainable site in terms of accessibility by non-car travel. Limited natural surveillance at certain times of day.

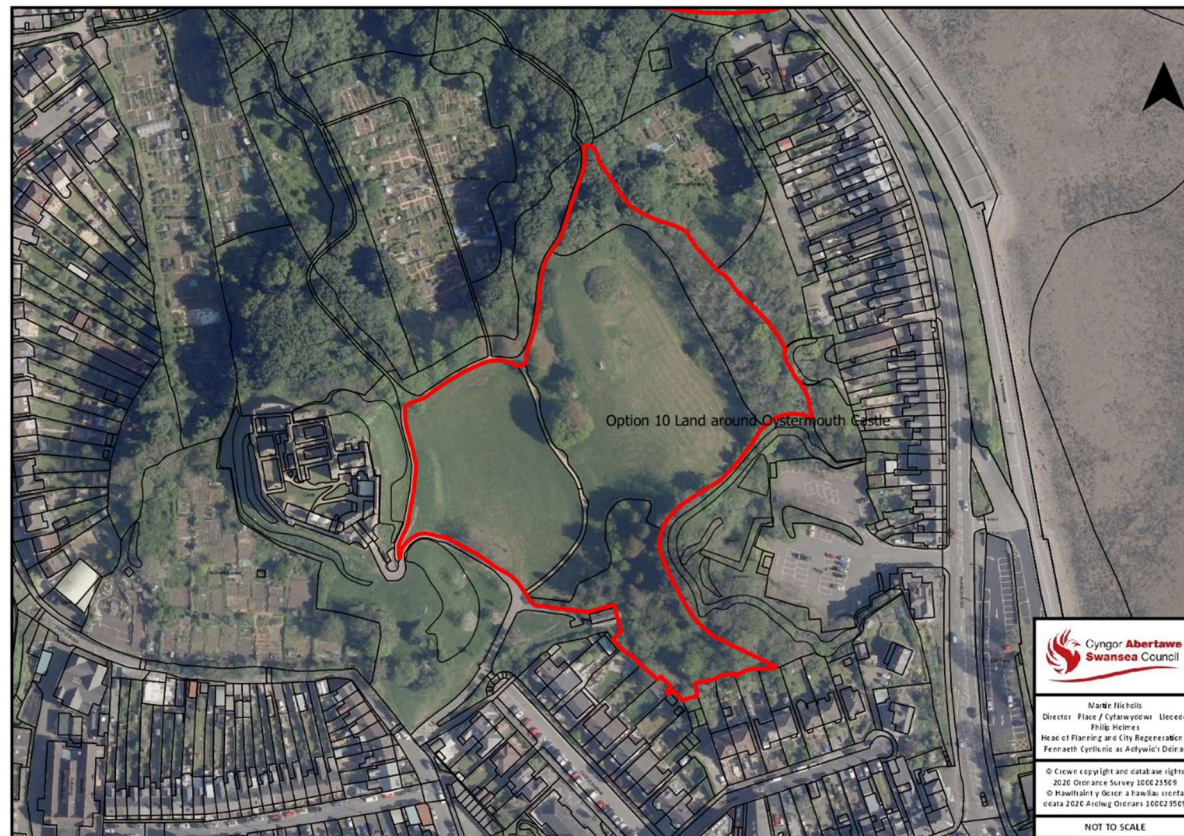
Not considered suitable for further investigation as a potential development site for the proposal, given significant planning issues and adverse impact on placemaking and biodiversity.

# Skatepark Site Assessment Report



<b>Name</b>	<b>Option 10 - Land adjacent to Oystermouth Castle, Mumbles</b>
<b>Size</b>	1.66 ha (16,600 sq m)
<b>Existing Land use</b>	Greenspace
<b>Summary of existing use and context</b>	Extensive area of public greenspace comprising the grounds around Oystermouth Castle, which is an Ancient Monument and Listed Building. Some level space nearest the castle but sloping in other parts of the site. Woodland in the southern spur and around the edges of the site.

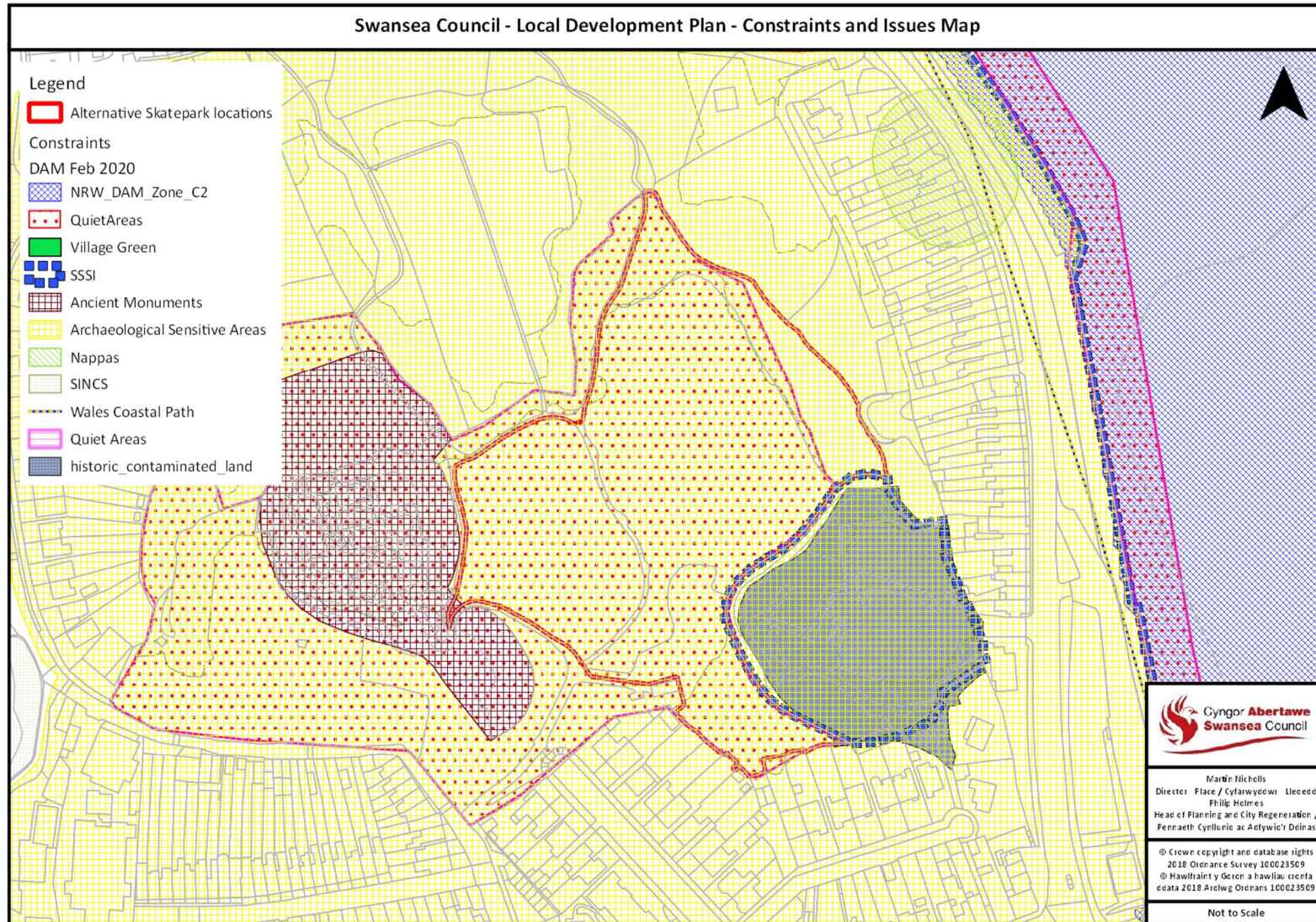
## Aerial Photograph







**LDP Constraints Map – Archaeological Sensitive Areas and Quiet Area across the site; SINC covering parts of the site; adjacent to an Ancient Monument and SSSI**



## Relevant Planning History

2009/1056 Oystermouth Castle Castle Road Mumbles Swansea SA3 5TA Approved 29/09/2009

Visitors centre within the Chapel block incorporating viewing platforms to first and second floors, new educational resource structure to Castle courtyard, alterations to existing entrance at Castle Avenue, access improvements and associated works (Council Development Regulation 3)

### Planning Assessment

Site Description			
Name	Option 10 - Land adjacent to Oystermouth Castle, Mumbles		
Context and Character			
Issue	Criteria	Commentary	Notes
Classification	Brownfield	Greenfield	
	<b>Greenfield</b>		
	Brownfield / Greenfield Mix		
Surrounding land use(s)	Agricultural	Ancient Monument Residential Allotments Woodland	
	<b>Residential</b>		
	Employment		
	<b>Leisure</b>		
	Mixed Commercial		
Dominant Landscape functions	<b>Yes</b>	Provides setting to the Ancient Monument and Listed Building	
	No		
Key landscape features	Complex	Moderate. Provides setting to the Ancient Monument and Listed Building	
	<b>Moderate</b>		
	Simple		
Impact on areas designated for landscape value	AONB	No impact on areas designated for landscape value	
	SLA		
	Heritage Coast		
Impact on historic designations	<b>Ancient Monument</b>	Adjacent to an Ancient Monument and Listed Building	
	<b>Archaeologically Sensitive Area</b>		

	Archaeological Site	Archaeologically Sensitive Area covers the entire site	
	Historic Park and Garden and Setting		
	Historic Landscape		
	Conservation Area		
	<b>Listed Building</b>		
Impact on views and vistas	-	Forms the grounds around, and setting of, the Castle which is an Ancient Monument and Listed Building. Views of this greenspace from the Castle.	
Topography	Level	Mixed	
	Undulating		
	Sloping		
	<b>Mixed</b>		
Natural surveillance	Yes	Limited to when the Castle is open	
	<b>No</b>		
Presence of overhead cables	Yes	No	
	<b>No</b>		
<b>Regeneration and Community</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Opportunities to contribute to vitality and viability of the area	Significant	Few – a number of constraints affecting this site	
	Some		
	<b>Few</b>		
<b>Environment and Climate Change Mitigation</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Impact on open space or recreational space	-	Impact on open space and recreational space	
Impact on Greenspace	-	Impact on Greenspace	
Impact on Biodiversity	-	SINC and woodland on parts of the site Some trees elsewhere	
Flood-risk and drainage	-	No flood risk designations	

Proximity to existing potential nuisance and/or sources of pollution	Odour	None	
	Noise		
	Light		
	Air		
	Waste		
Potential impact of future use on existing neighbouring development	Odour	Noise - whole site is a designated Quiet Area	
	<b>Noise</b>		
	Light		
	Air		
	Waste Other		
Land contamination	-	No issues on the site	Contaminated land designation on the adjacent quarry
Land stability	-	No issues	
<b>Transport and Accessibility</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>
Vehicular access and car parking opportunities	Yes	Limited highway access	
	Yes, but improvement required	Limited car parking near to the site	
	<b>No</b>		
Accessibility to high frequency public transport access point, i.e. bus stop	<b>&lt; 400m</b>		
	< 800m		
	> 800m		
Traffic conditions on nearby highway network	<b>Regularly congested</b>	Regularly congested on the approach to Mumbles. Location would draw traffic through the Village	
	Congested at times		
	No significant congestion		
Accessibility by active travel means	High	Low active travel access to the wider population	
	Moderate		
	<b>Low</b>		
<b>Deliverability</b>			
<b>Issue</b>	<b>Criteria</b>	<b>Commentary</b>	<b>Notes</b>



Availability	Immediately available	No indication of availability. Grounds of the Castle	
	Some indication of availability		
	<b>No indication of availability</b>		
Suitability of site in terms of size and topography	Sufficient useable space to accommodate the facility?	Large site but constraints affecting it	
Constraints	Physical	Archaeological Sensitive Areas and Quiet Area across the whole site; SINC covering parts of the site; Adjacent to an Ancient Monument and Listed Building; and SSSI	
	Environmental		
	Legal (e.g. Common Land; Village Green designations)		

### Summary of Findings

The site forms the grounds around Oystermouth Castle. The landscaped area provides the setting to this Ancient Monument and Listed Building. Any form of permanent development that would detract from the setting of an Ancient Monument would not be permissible.

Slopes significantly in parts of the site. SINC covering parts of the site and adjacent to a SSSI.

Archaeological Sensitive Area therefore mitigation required. Quiet Area designation. Active travel links and highway access limited.

Not considered suitable for further investigation as a potential development site for the proposal, given significant planning issues and adverse impact on placemaking and biodiversity.



## Conclusions

Having regard to the findings of the appraisals summarised in the preceding section, a high level planning appraisal of the sites has concluded that two main areas are considered to offer most scope for further investigation for the nature and scale of skatepark that is envisaged. These are considered to be the areas least affected by significant constraints and/or other issues that would otherwise render the site as being fundamentally compromised by the planning and placemaking matters that apply.

These areas are:

- Land at Blackpill, in the vicinity of the Petrol Station and Lido [part of Option 1 and Option 2]
- Land at Underhill Park [part of Option 8]