



Fabian Way Innovation Corridor
Masterplan Framework: Consultation Draft
December 2015

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Acknowledgements

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Consultation process

This draft of the Fabian Way Corridor Masterplan Framework has been approved for public and stakeholder consultation by the City and County of Swansea Council and Neath Port Talbot County Borough Council. The consultation period runs from 1st December 2015 to 25th January 2016. During this period a number of drop in sessions have been arranged for interested parties to meet with Council Officers to discuss the proposals. A summary leaflet is also available. For full details of the consultation please see <http://www.swansea.gov.uk/fabianwayplan>

If you do wish to comment on this draft Masterplan Framework, then you need to do so in writing to one or both of the Councils via email, online, or letter. Please note that comments made over the phone cannot be taken into account. Once the consultation period has closed, the Council Officers will work together to review the draft Masterplan Framework against the comments received. Please note that comments made cannot be treated as confidential.

1 Introduction

1.1 Overview

1.1.1 This draft masterplan framework has been produced jointly by the City and County of Swansea (CCS) Council and Neath Port Talbot (NPT) County Borough Council to co-ordinate development in the Fabian Way Corridor area.

1.1.2 The vision is for an 'Innovation Corridor', building upon the prestigious Higher Education developments being undertaken by Swansea University and the University of Wales Trinity St David (UWTSD); and also the Swansea Bay Tidal Lagoon (SBTL), the world's first man-made energy generating lagoon which was granted development consent on 9th June 2015. The Framework aims to reinforce the City Region's emerging knowledge and innovation economy by supporting the development of a local Knowledge Economy Cluster, which will complement the Swansea City Centre regeneration aims and provide employment opportunities and economic benefits for the City Region.

1.1.3 It will facilitate this by guiding future land use through a place making approach, and identifying priority actions with the potential to bring about long term improvement to the connectivity and infrastructure of the Corridor area. The measures set out will serve to facilitate and shape the future expansion of both Universities enhancing their educational,

economic and community functions. In addition, the Framework seeks to capture, as far as possible, all associated benefits in terms of third party research and development and high technology businesses seeking to locate close to the Universities and SBTL.

1.1.4. The Lagoon provides a 'game changing' opportunity to regenerate the Corridor, particularly through the anticipated significant improvements it will bring to the public realm. It is anticipated that SBTL will bring clustering benefits from businesses linked to the tidal energy sector and marine engineering.

1.2 Why is a Framework Needed?

1.2.1. The Framework is needed to build upon high profile developments, such as the SBTL and the Higher Education developments. These will provide opportunities for growth within the Region and a shift towards a knowledge based economy. The Framework will seek to maximise such opportunities, developing key links and infrastructure needed to promote growth within the City Region, and co-ordinating the re-use of derelict former docks and related sites.

1.2.2. These development sites are in multiple private ownership. Each has physical constraints which could hinder their individual development potential. Unco-ordinated development proposals would put the long-term regeneration of the Corridor

at risk. Therefore, the Framework seeks to provide an integrated approach, maximise the benefits of each site and overcome site constraints. The Corridor is home to a mix of important established and emerging uses and the Framework seeks to co-ordinate development to avoid bad neighbour effects.

1.2.3. The Corridor is one of the key approach routes from the M4 into Swansea City Centre, the heart of the City Region, and the design principles set out by this Framework seek to enhance its gateway function and maximise accessibility in-line with the Fabian Way Corridor Transport Assessment (TA).

1.2.4. A key aim is to better integrate the communities either side of Fabian Way. Although the majority of the development opportunities are south of the dual carriageway, the Framework seeks to ensure the regeneration benefits are also felt to the north.

1.2.5. The Framework does not set out detailed development briefs for each site, but does specify an overall development layout, desired accessibility linkages and a land use framework.

1.2.6. This draft Framework is now the subject of public/stakeholder consultation. Ultimately it will be adopted as Supplementary Planning Guidance (SPG) and form a material planning consideration to the Local Development Plan (LDP) for each area.



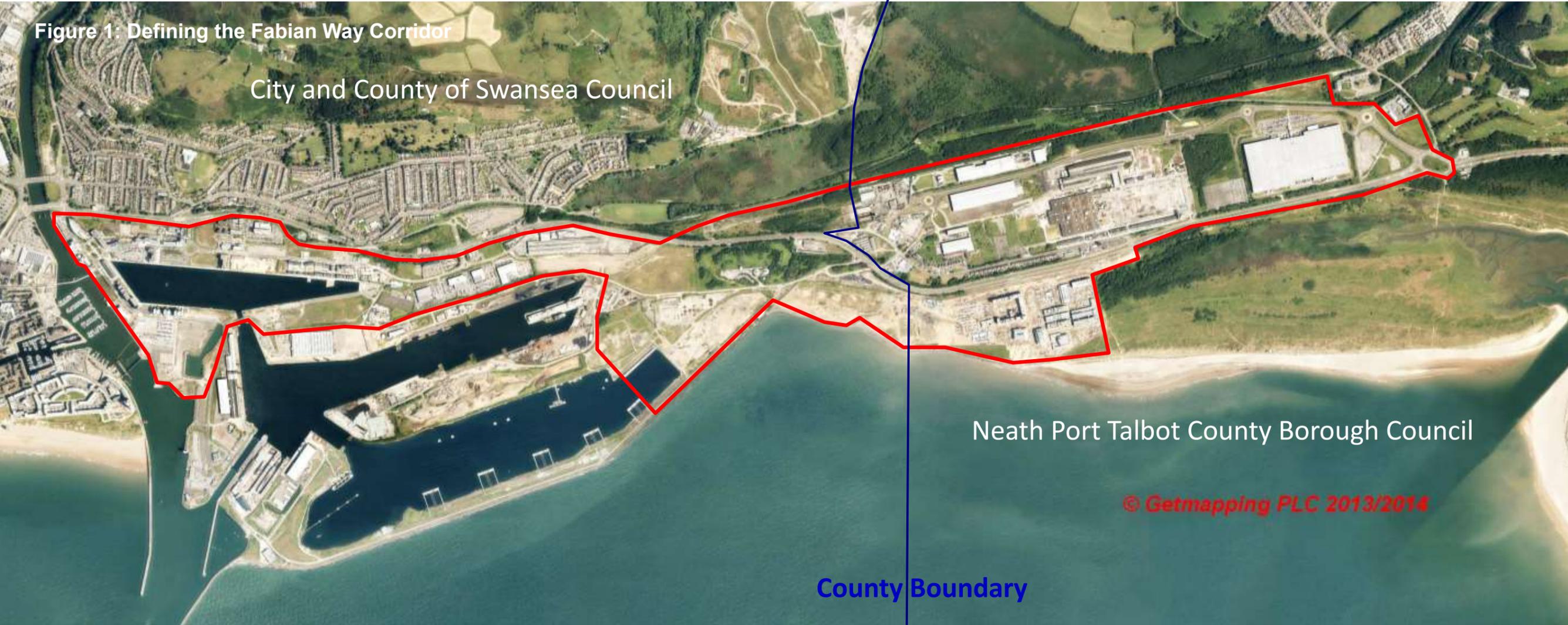
1.3 Defining the Corridor Area

1.3.1. The Corridor stretches for 5km along the A483 Fabian Way, which forms the eastern gateway road approach to Swansea City Centre from the M4 Junction 42. The Corridor area is illustrated in Figure 1.

1.3.2. It covers an area from the eastern bank of the River Tawe in the City and County of Swansea to the Amazon roundabout in Neath Port Talbot. The eastern extent is limited by the Crymlyn Burrows Site of Special Scientific Interest

(SSSI). To the south is Swansea Bay and Swansea Docks. The west connects to Swansea City Centre, whilst the north is edged by the Tennant Canal and restricted by the Crymlyn Bog and established communities of St Thomas / Port Tennant.

1.3.3. While the Framework covers the whole Corridor, detailed masterplans already exist for SA1 and the Bay Campus. This Framework seeks to co-ordinate the planning of the intervening land with these established development frameworks.



2 Policy Context

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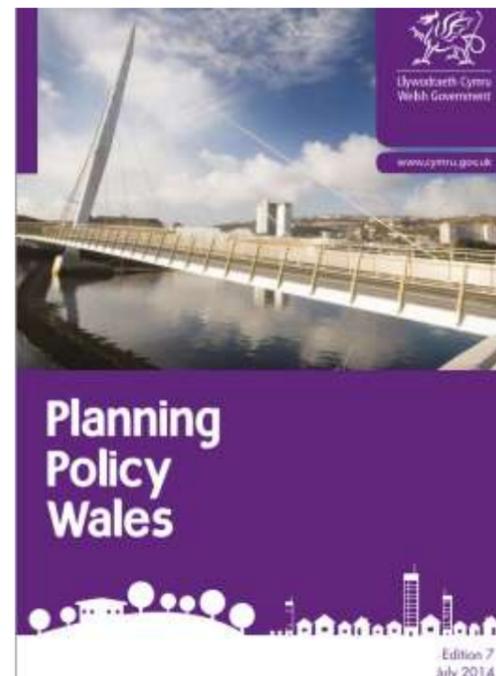
2.1 National Context

2.1.1. The key principles are underpinned by national planning policy contained in Planning Policy Wales (PPW, 2014). This Framework:

- Promotes the use of previously developed land and regeneration
- Proposes mixed use development in an accessible location within an existing urban area
- Supports development of innovative business / technology clusters
- Promotes sustainable communities
- Integrates / co-ordinates land use and planning with transport planning, seeks to improve accessibility by walking, cycling and public transport; promotes use of the port and identifies the potential re-establishment of an historic inland waterway
- Identifies and supports the provision of necessary infrastructure improvements
- Protects the vitality of the adjacent City Centre, adopting a sequential site selection approach for relevant uses
- Identifies and seeks to mitigate potential conflicts of use

- Identifies potential environmental risks / pollution issues and seeks to minimise / manage them
- Is subject to public consultation and will be reviewed on a regular basis

2.1.2. In-line with national planning policy and good practice this Framework has been prepared collaboratively by the two Councils due to the strategic and cross boundary nature of the area. It is underpinned by a cross boundary Economic Assessment and Employment Land Provision Study (2012), Housing Market Assessment (2013), and Joint Local Transport Plan (2015).



2.1.3. It has been prepared with reference to the relevant Technical Advice Notes (TANs) and good practice guidance.

2.1.4. Of particular note for the place making approach advocated by this document is the Manual for Streets (MfS, 2007), a companion guide to TAN 18, produced to counter the dominance of vehicles in streets. Its main aim is to facilitate the creation of streets that promote greater social interaction and enjoyment while still performing successfully as movement conduits. MfS 2 (2010) stresses that all new streets must be 'walkable' and provides further detailed guidance demonstrating how these areas should pre-eminently be 'places' as well as focal areas for movement.

The highway should not be seen in isolation or simply as a piece of infrastructure. The best highway designs respect their surroundings - the buildings, open space and pedestrian/cycle routes that pass through an area. (MfS2 p42)

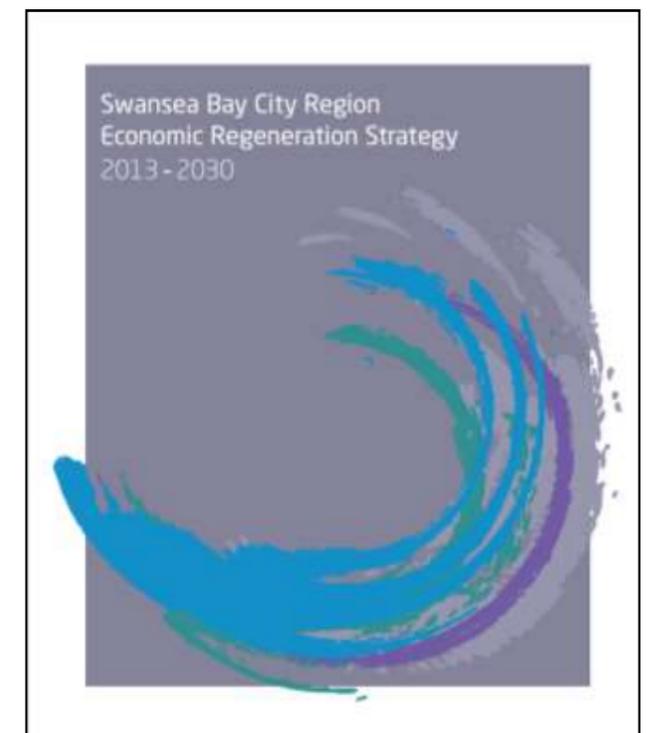
2.1.5. The Active Travel Act requires Local Authorities to continuously improve facilities/routes for pedestrians and cyclists and to prepare maps identifying current/potential future routes. It requires new road scheme designs (including road improvement) to consider the needs of pedestrians and cyclists.

2.2 Regional Context

2.2.1. Swansea and Neath Port Talbot form part of the Swansea Bay City Region. The most up to date regional policy context is provided by the **Swansea Bay City Region Economic Regeneration Strategy (ERS) 2013-2030**. Its key aspiration is:

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

2.2.2. The Strategy identifies the need to raise productivity from 77% to 90% of the UK average. Importantly, this will require a change to both the sectoral mix of the economy to higher-value activity and the occupational mix to higher-value jobs.



2.2.3. The City Region ERS Vision will be realised by achieving the following broad aims:

- **Business Growth, Retention & Specialisation:** by developing a more entrepreneurial and “can-do” culture, growing key business assets, attracting new and higher-value investment, and exploiting more international business opportunities
- **Skilled and Ambitious for long-term success:** by improving ambition and attainment in education and training, expanding employer and learning-provider engagement, and by aligning skills provision with the needs of employers
- **Maximising job creation for all:** by encouraging enterprise and employment growth, establishing co-ordinated work experience and apprenticeship programmes, and supporting more of the economically inactive into education, training and work
- **Knowledge Economy and Innovation:** by maximising the impact of educational excellence, Research and Development and business collaboration in Higher- and Further- Education institutions, and by helping to nurture knowledge businesses through business incubation and support

- **Distinctive Places and Competitive Infrastructures:** by co-ordinating land, property and related infrastructure development, improving transport and digital connectivity between key settlements and the wider world, and by helping to create distinctive and competitive places and spaces across the City Region.

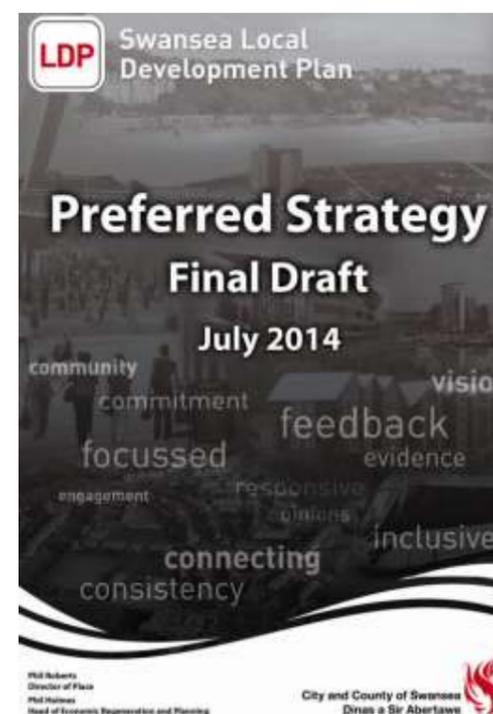
2.2.4. In-line with the City Region ERS, this Framework takes a strategic and collaborative approach. It aims to maximise the long term benefits from the significant Higher Education developments in the Fabian Way Corridor, and provides opportunities for the growth of related knowledge based industries and academia / industry links in the business sectors identified in the ERS. It also supports the development of infrastructure necessary to make the area competitive and sustainable.

Swansea Emerging LDP Policy Context

2.3 Local Context

2.3.1. The adopted Swansea Unitary Development Plan (UDP 2001-16) provides the current planning policy framework for the City & County of Swansea, but will expire at the end of December 2016. It will be replaced by the **Swansea Local Development Plan (LDP)**, which will cover the period up to 2025. This Framework will form SPG to the LDP.

2.3.2. The LDP Preferred Strategy identifies the Fabian Way Corridor as a Strategic Site for mixed commercial, employment and residential uses and sets out that a masterplan will be formulated,



demonstrating how new business development, and other appropriate uses, can come forward at appropriate locations to revitalise the eastern gateway approach to Swansea in the context of the operational port, SA1, and the Bay Campus, while complementing regeneration of the City Centre. The Fabian Way Strategic Site was identified in the 2014 LDP Draft Proposals Map Consultation and will be taken forward in the Deposit Plan.

2.3.3. Other changes in the Corridor make this a timely moment to review the policy context including further Higher Education developments at SA1, SBTL development consent, and Associated British Ports’ (ABP) proposals to draw back the operational dock boundary.

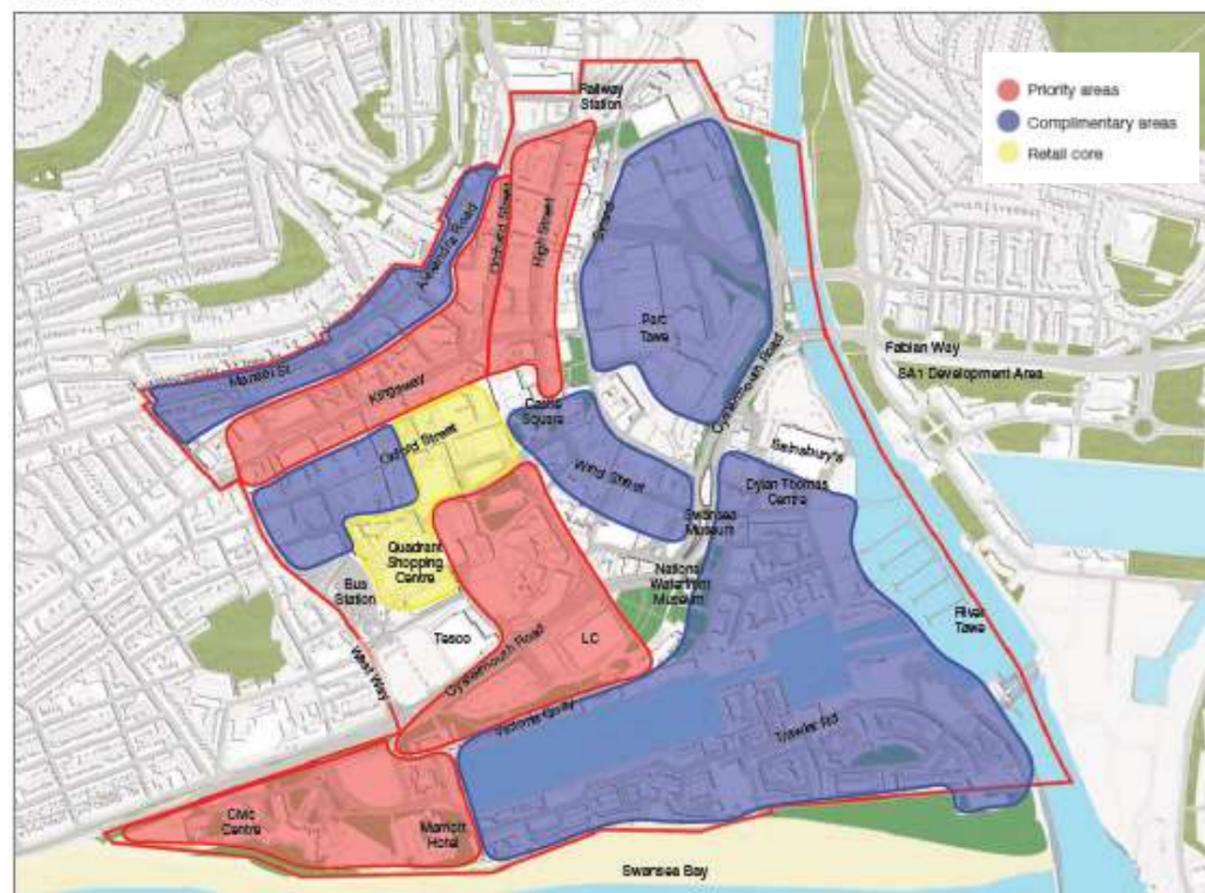
2.3.4. The **Swansea City Centre Strategic Framework**, which provides a guide for development and investment, is currently being reviewed. It seeks to identify a role for the City Centre and express this through a range of new development and enhancement proposals, along with an accessibility strategy and supporting design framework principles.

2.3.5. The Review emphasises the importance of connectivity and integration with SA1 and the Waterfront area, and identifies that the establishment of UWTS in SA1 offers the opportunity for this area to complement the City Centre.

2.3.6. It identifies a potential gateway mixed use development site opportunity on the western side of the Sailbridge which connects the City Centre with SA1 and the Fabian Way Corridor.

Figure 2: Swansea City Centre Strategic Framework Policy Context

Consolidated Priority and Complementary Areas Plan



2.3.7. In-line with national and local planning policy, any proposals in the Fabian Way Corridor must complement and not conflict with the regeneration objectives for the City Centre. Certain relevant uses such as retail, office and leisure will need to be sequentially tested to make sure they go to the most strategically appropriate locations for the benefit of the City Region's economic growth.

Neath Port Talbot LDP Policy Context

2.3.8. Neath Port Talbot's LDP (2011-26) has been submitted to the Welsh Government for Examination. The Hearing Sessions part of the Examination commenced during March 2015 and the Inspectors' report is expected by the end of December, with Adoption scheduled for January 2016.

2.3.9. Policies relevant to the Fabian Way area largely focus on protecting the employment function, and supporting development within the Coastal Corridor, including the prestigious development of Swansea University's Bay Campus.

2.3.10. Policy SP5 'Development in the Coastal Corridor Strategy Area' seeks to promote sustainable growth and development that will provide economic benefit to the whole of the County Borough. A number of measures are identified to support such growth, including



Figure 3: Neath Port Talbot LDP Allocations Map

safeguarding existing key employment sites, making provision for residential development and improvements to transport and infrastructure, including development of the new University Campus and construction of the Ffordd Amazon road scheme.

2.3.11. This Masterplan Framework co-ordinates and facilitates such developments and provides further planning guidance on how Policy SP5 will be implemented. In addition, the Masterplan will complement and provide further clarity on the implementation of Policy BE1 'Design'. Under BE1, high quality design is promoted, with particular reference to important arterial gateways in the County Borough; one such gateway has been identified at Fabian Way; which is considered to be a main route in and out of the County Borough. Along this route, consideration needs to be given to the visual impact of proposed development, with this Masterplan providing further clarity on acceptable design and development principles.

2.3.12. In terms of employment, and in order to stimulate growth, Policies EC2 and EC3 restrict development to employment generating uses including ancillary facilities or services that support or complement the wider role and function of the primary employment use. Policy SP19 (Strategic Waste Management Policy) makes provision for the continuation of the treatment of waste at the MREC.

2.3.13. The residential area of Baldwin Crescent and Elba Crescent is identified as a settlement within which development is acceptable in principle, providing it is proportionate in scale and form to the role and function of the settlement. In addition to

the existing housing, the settlement boundary also encompasses an area of Elba Business Park for which outline planning consent has been approved for mixed use development including 50 dwellings, some of which are proposed to front Elba Crescent, opposite the existing housing and in continuation of the housing of Baldwins Crescent. Policy H1/LB/3 identifies 3.9 ha of this proposed development as a housing site.

2.3.14. The land required for the Coed Darcy Southern Access Road that runs north-south connecting the main Coed Darcy development to Ffordd Amazon (Phase II) just to the east of Elba Works is also identified and protected (Policy TR1/2).

2.3.15. The development of the Swansea University Bay Campus is supported and promoted, while the remaining stretch of coast, south of Fabian Way between the Bay Campus site and the River Neath estuary, is identified as Undeveloped Coast (policy EN1) where development will be restricted to uses that require a coastal location such as coastal infrastructure, sea defences or the provision of appropriate recreational, leisure, access or other necessary infrastructure only.

2.3.16. Other than the existing residential areas of Baldwins Crescent/Elba Crescent and Jersey Marine, all other parts of the coastal belt in the area fall within the designated Crymlyn Bog/ Crymlyn Burrows/ Llandarcy Green Wedge (Policy EN3/4) and environmental designations, restricting most types of new development to prevent the coalescence of settlements and protect the setting of existing urban areas.

3 Analysis

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3.1 Existing Land Uses

This section provides an overview of the main land uses within the masterplan area. For full details of the occupants, please see appendix A

Established Communities

3.1.1. To the north of Fabian Way are the established communities of **St Thomas, Dan y Graig and Port Tennant** which form a continuous densely populated residential area (population approximately 6,500). The existing accommodation largely comprises private terraced and some Local Authority rented semi-detached housing. A large housing estate has recently been built on the site of the former Marcroft Works which is the only significant concentration of modern housing north of Fabian Way. Much of the area is covered by Communities First. Some pressure is anticipated to occur in terms of demand for Houses in Multiple Occupation (HMO)s resulting from the nearby University developments .



3.1.2. This urban area is effectively built to its natural limits, bounded by the steep terrain and community woodland of Kilvey Hill; the River Tawe; Crymlyn Bog; and Fabian Way. The busy roads to the south and west of this established community create a significant level of severance. This effectively turns the area into an 'island' and although the eastern part of St Thomas is close to the City Centre (600m-1km away) many residents choose to drive into the city due to the actual and perceived barriers to walking.



3.1.3 To the south of Elba Business Park are the residential streets of **Elba Crescent** and **Baldwins Crescent**, which are set back from, and run parallel to, Fabian Way. These are mostly two-storey 1930/40's semi-detached houses with south / southwest facing gardens. The community benefits from an area of open space, a children's playground and a small community hall. The larger scale industrial and commercial buildings to the north and east are relatively close to the residential area and care will need to be taken to

ensure that any employment development in the surrounding area does not have a significant negative impact on the amenity of the residents.

3.1.4. To the south of Fabian Way is **SA1 Swansea Waterfront**, a mixed use regeneration area centred around Prince of Wales Dock. The masterplan has been updated a number of times. The most recent masterplan (2015) includes the following (all figures are gross external floor areas):

- Residential 153,812 m²
- Business 98,819 m²
- Leisure 4,790 m²
- Retail/food and drink 12,114 m²
- Hotel 16,828 m²
- Healthcare 6,698 m²
- Church 647 m²
- Institutional/education 34,116 m²



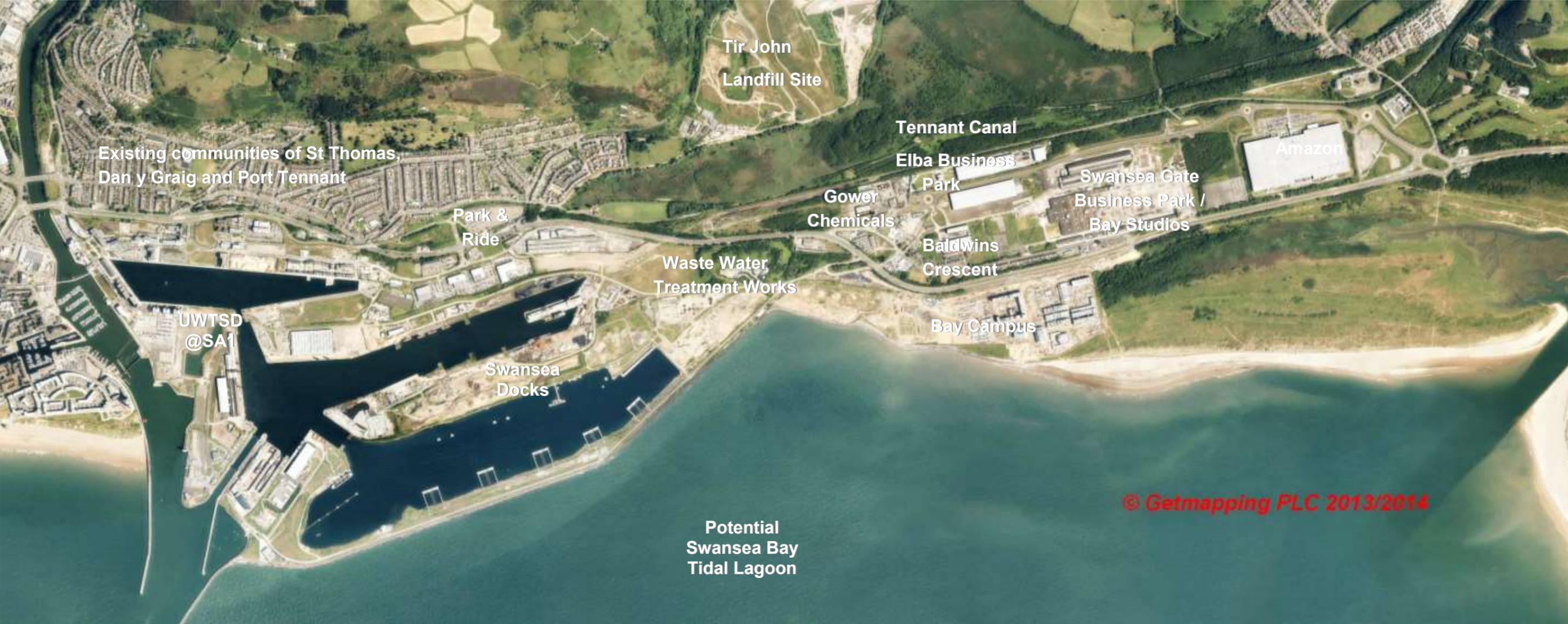
- Onshore marine 2,000 m²
- Car park 37,090 m²

3.1.5 Over the last decade, a significant number of new homes (over 620) have been built in SA1, largely apartment blocks and some town houses. There are several supporting community uses including a mini supermarket, Church; and dental and health centres.

3.1.6. There are some mixed use commercial schemes (e.g. J Shed) featuring business space and restaurants /bars. New office accommodation has been provided such as Admiral House, Ethos, Ellipse, Langdon House and Llys Tawe. There are two Technium business innovation centres for high-tech companies to locate or start up; and two hotels.

3.1.7. The majority of SA1's remaining development plots will provide academic accommodation and associated business space for UWTSD who are relocating from their existing campuses in Swansea. More detail is provided later in this section.

Figure 4: Main Existing Land Uses in the Fabian Way Corridor



For the full range of occupiers, please see Appendix A.

Port of Swansea

3.1.8. ABP operates the Kings and Queens Docks. The port can handle vessels of up to 30,000 deadweight tonnes and provides berths and facilities for most cargo types. The main focus of activity is around the Kings Dock with the handling of cement, minerals, agribulks, aggregates and dredged sand. There are cement and ready mix plants on the shore. At the south western end of the port is a dry dock for controlled dismantling and repairs, plus a roll on roll off car and HGV ferry port facility that is currently mothballed.

3.1.9. The Queens Dock primarily served the oil refinery at Llandarcy which has now closed. The design of the quaysides does not readily adapt to other port handling and currently it is used for cockle beds.

3.1.10. Separating the two docks is the Graigola Peninsular. This land is currently used for a waste reclamation and recycling centre.



3.1.11. Occupying land to the east of Kings Dock is Trinity House, a light engineering company making buoys / navigation aids.

3.1.12. The port is accessed by road from Fabian Way off Baldwins Bridge via a security gate. This route is used to transport abnormal loads such as wind turbines. There are also entrances from Langdon Road and SA1 which are not currently used. A dedicated railway line serves the docks providing important infrastructure, though it has not been used for some time.

3.1.13. To the south west corner of the docks there is a 43m high community wind turbine and planning permission was granted in July 2015 at appeal by the Planning Inspectorate for a further 77m high turbine at an adjacent site.

3.1.14. ABP's corporate strategy envisages the long term retention of the Port with further development for port related trade.

3.1.15. For many people the docks are a closed and secure environment. It is only from the elevated vantage point of Kilvey Hill that the expanse of the docks can be appreciated. When the ferry terminal was in use, this was a prominent symbol of the docks from public vantage points to the west, but now the distinctive cranes with red jibs and blue super structures are markers for the docks on the skyline. Care will need to be taken to consider the mix of uses appropriate adjacent to the operating docks.

Swansea Bay Tidal Lagoon (SBTL)

3.1.16. The SBTL was granted development consent by the Secretary of State for Energy and Climate Change via the DCO process on 9th June 2015. SBTL will be the world's first man-made energy-generating lagoon, with a 320MW installed capacity and 14 hours of reliable generation every day sufficient to power over 155,000 homes for 120 years. It will form a six mile, U-shaped breakwater / seawall linked to the coastline at Swansea docks and near the Bay Campus (source: SBTL website). This is far more than an energy project with extensive public realm areas; visitor centre buildings; organised marine activities and habitat creation.

3.1.17. Marine works are now anticipated to commence in Spring 2017 with the overall energy related elements of the project expected to be completed in 2021. During the construction phase much of the vacant land to the south of Fabian Way will be taken up by the temporary compounds and will be available for redevelopment once the tidal lagoon is completed.



Land Adjacent to the Docks

3.1.18. To the east of SA1 further along Langdon Road there is land currently allocated in the City and County of Swansea UDP for B1, B2, and B8 employment uses. Most of this land has been developed and is occupied (by car dealerships, a builders merchant, and the driving test agency). On the opposite side of Langdon Road, adjacent to Fabian Way, there is a hotel and fast food outlet, while planning permission has recently been granted for a drive-through coffee shop. There are some development opportunities remaining on vacant brownfield plots.

3.1.19. At the end of Langdon Road is a small isolated community of terraced houses on Bevans Row.

3.1.20. Between these areas and the Bay Campus are large development opportunities comprising areas of derelict vacant land.

3.1.21. The development opportunities include former docks land which has been deemed surplus to requirements by ABP or where they have indicated they could relocate existing businesses to elsewhere in the docks. Part of the proposals are to draw back the operational dock perimeter, and infill the eastern end of the Queens Dock to enlarge the development area.

University Developments

3.1.22. **Swansea University's Bay Campus** is a £450 million development being delivered on a 65 acre former BP Transit site in Neath Port Talbot in the eastern part of the Corridor. The Campus masterplan includes academic, student accommodation (up to 4,000 bedrooms) and research space, the latter in the form of a series of agreements with international and national companies. While it will be a campus development, there will be open public access to some of the facilities and services.

3.1.23. Development work will continue up until 2020. However, the majority of the works have been completed during an initial phase of construction which opened for the first intake of students in September 2015, becoming home to the College of Engineering and School of Management.

3.1.24. The Campus Development Programme at Swansea University has been described as one of the top five knowledge economy projects in Europe and an 'exemplar to be replicated throughout Europe' by the Director General



of Regeneration of the European Commission (Source: Swansea University website).

3.1.25. 917 ensuite accommodation rooms were made available for students in September 2015. A further 545 en-suite rooms will be available by early 2016. The residential accommodation is supported by a nursery, extensive catering provision, and retail units to include a mini market, laundrette and cash points. It is in effect a compact and small town that will eventually cater for 5,100 students and 500 academics.

3.1.26. **UWTSD plans to create a vibrant Waterfront Innovation Quarter within the SA1 area.** It will be made up of purpose-built facilities for learning, teaching and applied research as well as social, leisure and recreation spaces. There will be 33,000m² of core UWTSD academic space with a further 100,000m² for complementary third party commercial and academic development. The development will form part of the city rather than a campus.



3.1.27. The core development will be focused on the southern peninsular of SA1 but there will also be a gateway building at the main Fabian Way entrance, sports facilities to the south east side of the Prince of Wales Dock, and continued occupation of the existing Technium Buildings. The University aims to occupy new buildings in SA1 during 2018. A new masterplan has been prepared for SA1 incorporating the UWTSD.

Tennant Canal

3.1.28. The adopted Development Plans protect the Tennant Canal, including a route for its restoration where it has been lost, albeit not the original route.

3.1.29. Whilst a specific route is identified, the essential requirement is to retain the opportunity for a link. In places, it may be possible therefore to vary the exact alignment of the reservation to facilitate the most effective layout of development in the vicinity.



Waste Water Treatment Works

3.1.30. The Swansea Bay Waste Water Treatment Works (WWTW) is located south of Fabian Way with vacant development sites bounding the site. It was built in 1998 and serves approximately 188,000 people. The operations of the current plant are underground and an air extraction and odour treatment system removes the odour. Nonetheless, a cordon sanitaire is required around the plant.

3.1.31. Dwr Cymru (DC) have indicated that no land outside of their current ownership is needed to accommodate future expansion of the plant.

3.1.32. On the western extreme of the land, planning permission, has been granted on appeal by the Planning Inspectorate for a single 79m high wind turbine. As at November 2015, this was yet to be developed, but its potential impacts must be taken into account in the masterplanning.



Waste Facilities

3.1.33. **Tir John Landfill site** is located to the east of Port Tennant and north of Fabian Way. It has been in operation since the 1960s. The landfill site has recently been leased and contracted to a private operator who will develop and manage the site until its eventual closure. The closure works are anticipated to be completed on or before 2024. Following this there will be a long period (at least 60 years) of aftercare before the Environmental Permit is returned to Natural Resources Wales.

3.1.34. To the north of the new Ffordd Amazon road, is the **Materials Recovery and Energy Centre (MREC)** a high tech waste treatment plant, opened in 2002. Its operations mechanically remove metals from waste for recycling and enable the composting or recycling of other waste. Some of the remaining waste generates energy for the facility, any surplus of which is exported to the National Grid. The facility is regulated by Natural Resources Wales, who also deal with the permitting of the facility. At present the incineration element is not operational, but the remainder of the facility is unaffected.

Burrows Rail Yard

3.1.35. Network Rail have indicated that parts of the rail sidings to the north of Fabian Way are surplus to requirements and could be released for development if the freight yard is re-organised.



Park and Ride

3.1.36. The Fabian Way Park & Ride site was opened in 2003. The site provides 550 car parking spaces and a bus every 15 minutes for travel into the City Centre via SA1.

3.1.37. Whilst the Park & Ride site experienced strong growth in the first five years of operation, there has been a gradual and consistent decline since 2008.

3.1.38. A persistent criticism of the Fabian Way facility is that it is located too close to the City Centre, such that by the time motorists come to pass the site, the benefit of changing to bus for the remainder of the

journey is diminished. New developments further out of the City on Fabian Way would also potentially benefit from a facility further east.

3.1.39. New and pipeline developments along the Fabian Way Corridor already present a potential shift in use for the existing facility as new developments with limited parking provision, such as the new University



projects, begin to use it.

Playing Fields

3.1.40. Ashlands and Banfield playing fields are adjacent to each other. There is a fairly modern community centre which is well used by local groups and contains changing rooms for both sites. There is an area of woodland on the Banfield site which adjoins Kilvey Hill. Ashlands adjoins Crymlyn Bog Special Area of Conservation (SAC).

Gower Chemicals

3.1.41. Gower Chemicals is located north of Fabian Way and straddles the Local Authority border. It is partly accommodated in a former engine shed building of some historic character. The company purchased a lease of the site in 1990 and provide full-service chemical procurement management, including the supply, blending and packaging of chemicals, as well as related waste management and water treatment services. Parts of Gower Chemicals' operations are carried out on a separate nearby site to the south of Ffordd Amazon fronting Baldwins Crescent.



Elba Business Park

3.1.42 Elba Business Park comprises land to the north of Elba Crescent and accommodates a number of large industrial buildings and established businesses including the substantial Kings Dock building, as well as similar industrial / manufacturing / warehousing units of somewhat smaller scale. Ffordd Amazon runs alongside the Kings Dock building on the north side and past the rear of the Swansea Gate Business Park and Bay Studios.

Swansea Gate Business Park

3.1.43 Central to the employment area, and located to the east of the Elba Business Park is the former Linemar site, previously occupied by Ford and Visteon for the manufacture of car components. 30 acres of the site, consisting of factory and office buildings fronting Fabian Way, were acquired by RT Properties in 2007 for redevelopment as “Swansea Gate Business Park” and part of this area has subsequently become the Swansea Bay Studios.

Swansea Bay Studios

3.1.44. Originally opened in 2012, the Studios were constructed for the filming of the US drama *Da Vinci's Demons* and have been developed and expanded over the filming of three series to date (together with other projects), attracting investment to the area including funding from the Welsh Government. There are now three film studios within the complex and Bay Studios is acknowledged to be the biggest indoor film studios in Europe. The development is estimated to have provided some 200 additional jobs within the local economy as well as experience for arts students and graduates.



Amazon

3.1.45. Further east along Fabian Way is the Swansea Bay distribution centre of online retailer Amazon. Opened in 2008, the building covers almost a million square feet of floorspace and depending upon the time of year, provides employment for between 500 – 1,100 employees.



Transport Infrastructure

3.1.46. Fabian Way (A483) is the key eastern approach into Swansea from the M4 and Neath Port Talbot. It accommodates 32,000 vehicles per day making Fabian Way one of the busiest non-trunk roads in Wales.

3.1.47. Future development along the Fabian Way Corridor and within Swansea City Centre is expected to generate increased travel demand and as a consequence it is important that a balanced transport strategy is applied to ensure the preservation of expeditious



traffic movements by all modes. The promotion of sustainable transport is of particular importance if the sustainable growth of the Corridor is to be realised.

3.1.48. The Welsh Government commissioned the preparation of a comprehensive transport strategy for the Corridor in partnership with the two Councils, which was published in 2010. This Fabian Way Corridor TA has been formally adopted by both Councils and is therefore considered to be the governing transport policy for the area, sitting alongside and informing the statutory Transport Plans.

3.1.49. A series of problems are cited by the TA:

- Congestion near the Tawe Bridges
- Baldwins Bridge - poor junction arrangement, existing structure requires heavy maintenance

- Park & Ride too close to the City Centre
- Lack of eastern gateway to Swansea
- Negative local perception of transport
- Fabian Way forms a barrier between areas to the north and south
- Social exclusion
- Lack of continuous cycle facilities
- Lack of linkages between green areas
- Pollution from traffic

3.1.50. The TA sets out a series of objectives:

- To maintain or improve the duration, reliability and predictability of journey times on the Corridor for business, commuting and freight
- To reduce congestion and delay at the Tawe Bridges
- To actively promote ultra-low carbon alternatives to double the modal share for alternative modes
- To increase public transport capacity
- To define a clear gateway into Swansea
- To improve connectivity and accessibility between communities north and south of Fabian Way
- To protect, enhance and improve access to green space, particularly Crymlyn Bog and Crymlyn Burrows

- To minimise adverse impacts on air quality

3.1.51. The TA preferred strategy sets out a proposed programme of measures to address the problems above and deliver the objectives. A number of the programmed elements have been delivered since publication of the strategy, the most significant being the reconfiguration of the Tawe Bridges, which has delivered significant capacity improvements to local and strategic traffic movements.

3.1.52. The two Councils jointly commissioned a revision to the TA in 2014. The revision does not supersede the original 2010 TA, but seeks to update its conclusions in light of the development that has followed the original publication.

3.1.53. The revised programme places its greatest emphasis upon the promotion and delivery of sustainable transport measures. The Fabian Way Corridor presently caters very well for motor vehicles, but there is significant scope to improve the provisions for public transport, walking and cycling. The Bay Campus which opened in September 2015, has delivered a significant new population and traffic generator to the Corridor, and would greatly benefit from the sustainable transport means mentioned above. This need is further supported by the emerging new development by UWTS.

3.1.54. A total of £4.5m worth of works have been undertaken on Fabian Way funded by developer contributions. The Bay Campus development Phase 1 secured £1.05m for improvements to the Fabian Way Corridor in addition to the above. Phase 2 when developed will provide an additional £1m payment.

3.1.55. Nonetheless highway movements are still recognised as being an essential mode to ensure the viability and growth of the Corridor.

Access to Social Infrastructure

3.1.56. There is a significant area of Accessible Natural Greenspace (ANGS) to the north, including Kilvey Hill, River Tawe Corridor, and Crymlyn Bog. These areas are accessible to the St Thomas and Port Tennant communities, but Fabian Way is a barrier to accessing these greenspace areas for communities to the south.

3.1.57. While the majority of the communities to the north of Fabian Way have access to play/leisure/sports facilities to the Fields in Trust (FIT) Standard (300m to access points), the vacant development sites to the east of the Queens Dock are deficient. The SBTL has the potential though to considerably improve the provision of public open space and access to leisure facilities.

3.1.58. The communities north of Fabian Way have established community facilities. These areas are served by neighbourhood centres at St Thomas and Port Tennant. South of Fabian Way, there are community facility clusters in SA1 and the Bay Campus at either end of the Corridor but the intervening land has a lack of community facilities.

3.1.59. There are two primary schools, Danygraig and St Thomas, which have limited surplus capacity. The local Comprehensive School, Cefn Hengoed, is located outside the area. There is limited surplus capacity to take any increased pupil numbers, although the site is capable of expansion.

Broadband

3.1.60. The masterplan area including the Bay Campus is linked into the Swansea Telephone Exchange. This has superfast broadband enabled and has been supported by the Superfast Cymru programme.

3.2 Constraints

Flood Risk

3.2.1. A large area of the Corridor south of Fabian Way is affected by flood risk with a mix of Zone C2 and B as classified by Technical Advice Note (TAN) 15: Development and Flood Risk.

3.2.2. Some of the development sites are within the C2 Flood Zone (some only partially) which would preclude them from highly vulnerable development, such as residential use, in-line with National planning policy. .

3.2.3. It will be necessary for flood risk to be considered strategically due to the inter-relatedness of the sites.

3.2.4. With development consent granted for the SBTL , its impact on flood risk and potential for its mitigation will be explored with WG and Natural Resources Wales.

Ground Conditions

3.2.5. Due to the area's industrial past, it will be necessary for any planning application on site to provide as a minimum a Phase 1 Desk Study and potentially a

Phase 2 Preliminary Site Investigation.

3.2.6. It is essential that prospective developers contact the respective Local Authorities' Officers to discuss their proposals.

Dock Operations

3.2.7. Due to the narrow nature of the coastal strip and contrasts of uses in the area, there is potential for conflicts of use which will need to be mitigated both to prevent negative impacts on new developments and maintain the ability of established premises to operate.

3.2.8. The proximity of the docks to the vacant development areas will give rise to potential issues. The focus of aggregates handling and stockpiles; and location of the cement works at the north east of the Kings Dock give rise to unavoidable noise, dust and illumination from their operations. Most of these activities are believed to be 9 -5 operations. Buffer uses that are not sensitive to these impacts will be required to separate these operations from vulnerable receptors.

3.2.9. Although the docks railway is currently not used, it must be safe-guarded as essential infrastructure. Mitigation of the potential noise and air quality impacts from its future use will need to be incorporated into the design of adjacent developments.

Welsh Water Infrastructure

3.2.10. The Swansea Bay WWTW requires a 'cordon sanitaire' or buffer zone around it to ensure that residential uses and other development likely to be sensitive to odours are not in a location that can be affected. No official buffer distance is specified in guidance but this Framework has taken a 500m buffer from vulnerable receptors such as residential development as a starting point on the advice of Council Environmental Health Officers.

3.2.11. With regard to water and sewerage infrastructure, there are numerous public sewers (including the Swansea Bay WWTW outfall), water mains and associated infrastructure traversing this strategic site. Notably, there is a strategic tunnel sewer that approximately follows the line of Langdon Road via a pumped regime, having passed through the Langdon Road Sewage Pumping Station. In turn the pumping main approximately follows the southern boundary of the former AWCO Works site (Heywood land) before veering northwards and running adjacent to Fabian Way before entering Swansea Bay WWTW.

3.2.12. Whilst DCWW do not require any specific easement widths over the line of the tunnel sewer, they do require a 5m radius exclusion area around any chambers / shafts to allow for future access, and potential developers should ensure the exact location of the tunnel sewer before undertaking any piling works in close proximity. Easement widths or diversions may also be required on the smaller diameter public sewers, water mains and associated infrastructure.

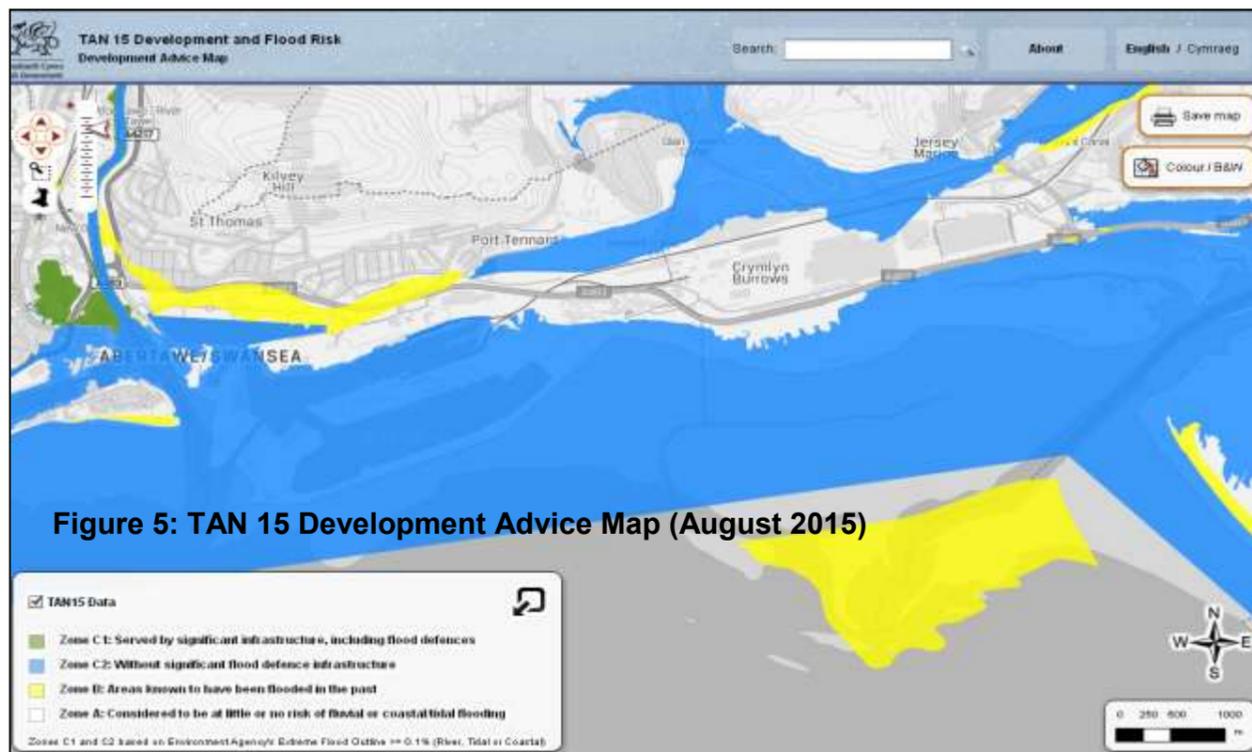


Figure 5: TAN 15 Development Advice Map (August 2015)

Wind Turbines

3.2.13. Technical Advice Note (TAN) 8: Renewable Energy (2005) suggests that 500m should be taken as a typical separation distance between a wind turbine and residential property to avoid unacceptable noise impacts and shadow flicker, although flexibility is advised.

3.2.14. Although the Corridor is an urban area, it cannot be assumed that existing background noise will mask the sound of a turbine. For example, background noise will be lower at night. For this Framework, a 500m buffer around turbines has been used as a starting point since there are too many unknown variables at this stage to propose a smaller buffer. If following detailed assessment, development proposals can prove that impacts can be satisfactorily mitigated, consideration may be given to a smaller buffer.

3.2.15. The turbine proposed at the WWTW is of most significance since it affects the adjacent vacant development sites. The buffer around those on the ABP land does not extend outside the docks.

Air Quality and Noise Impacts

3.2.16. Fabian Way is one of the busiest non-trunk roads in Wales. Frontage facades onto the dual carriageway will need sound proofing. Two Noise Action Planning Areas (NAPPA) areas have been designated on Fabian Way, one close to Bevans Row and the other adjacent to the main junction with SA1. NAPPA areas are areas identified as experiencing high levels of noise.

3.2.17. Noise-sensitive new developments (e.g. residential) in these locations should be designed so as to reduce noise impact. Noise mitigation measures for the new development would include noise insulation (e.g. double glazing and appropriate internal building design). Other measures to reduce the noise impact could include tree and shrub planting to create noise barriers. Funds may be required through developer contributions for noise mitigation measures.

3.2.18. Any proposals that would add noise in these locations would need to make an assessment of environmental noise and demonstrate that mitigation can be achieved, especially night time noise. Post completion testing and monitoring will be required.

3.2.19. Exceedances of air quality target levels have been identified at recording locations along Fabian Way in recent years (the SA1 Junction with Port Tennant Road; Delhi Street; and the Vale of Neath Road) though latest (2014) readings show compliance with air quality standards at all 3 sites. However, levels will continue to be carefully monitored.

Tidal Lagoon Construction

3.2.20. A number of the vacant development sites may be needed in the short term to accommodate the construction facilities and operations. The overall energy related elements of the project are expected to be completed in 2021. Upon completion, the temporary sites will be available for development (post 2021).

3.2.21. Given that the access road will not be available for public use until completion of works, it is not expected that any other development will come forward in this area during this time due to the potential conflict with the extensive construction operations and access restrictions.

Transport and Access

3.2.22. The Fabian Way Corridor TA sets out a programme of measures which will be required over the coming years to mitigate for the growth anticipated on the Corridor.

3.2.23. Baldwins Bridge is considered to be a particularly significant impediment to development opportunities that are serviced by it due to the poor lane merges.

Hazardous Installation Consultation (HIC) Zones

3.2.24. There are some areas within which the Health and Safety Executive will need to be consulted on certain types of development proposals, as shown on the Development Plan Proposals Map.

3.2.25. The former liquid gas storage sphere located to the east of Kings Dock has an extant HIC Zone. Until this land is returned to ABP under the terms of its lease in 2016, the Zone is likely to remain despite the hazard no longer existing.

3.2.26. Gower Chemicals also has a HIC Zone.

3.2.27. Detailed information should be sought from the HSE direct. The majority of the area is located outside the HIC zones.

Ecology

3.2.28. The Fabian Way Corridor is surrounded by areas of ecological and landscape importance which will need to be fully taken into account in all proposals.

3.2.29. Immediately to the north east of the masterplan area is **Crymlyn Bog/Pant y Sais Fen**. Crymlyn Bog is the most extensive lowland fen in Wales. It is located to the north of Fabian Way in a large depression gouged during the last ice-age. A smaller wetland site near the village of Jersey Marine, Pant y Sais Fen, shares many similarities and forms part of the same wetland system. Crymlyn Bog/ Pant y Sais Fen is protected under the following designations:

- Ramsar Site (wetland of international importance) (designated under the Ramsar Convention)
- Special Area of Conservation (SAC) (designated under the EU Habitats Directive)
- Site of Special Scientific Interest (SSSI) (designated under the Wildlife and Countryside Act 1981)
- National and Local Nature Reserves

3.2.30. The Habitats Regulations (HR) require a Habitats Regulations

Assessment (HRA) to be undertaken on any proposed development that could affect such European Protected Sites. (For example, any proposals to alter the water level within the docks will need to be carefully assessed via HRA as there is a hydrological link between Crymlyn Bog SAC, the Docks and the Tennant Canal.)

3.2.31. **Crymlyn Burrows** dunes and foreshore immediately to the east of the Bay Campus are designated as a SSSI, protected under the terms of the Wildlife and Countryside Act.

3.2.32. It is a salt marsh and carr woodland ecosystem containing sand dunes and tidal mud flats. It supports a diverse range of coastal species, providing habitat for specially adapted, often rare, flora and fauna such as the Fen Orchid and Dune Tiger Beetle. In addition, Crymlyn Burrows SSSI provides valuable sanctuary for resident and migratory waterfowl such as the Eurasian Curlew. The site was acquired by St Modwen from BP in November 2009 and, due to its designated status, will remain as a protected leisure destination, with publicly accessible paths giving access.

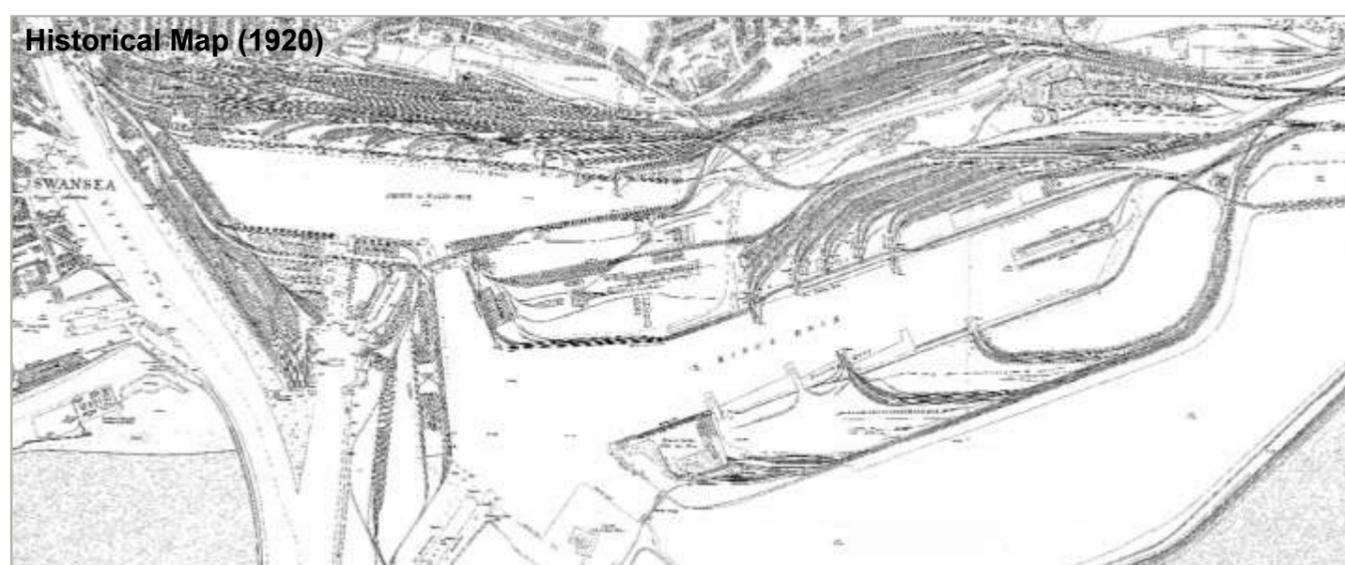
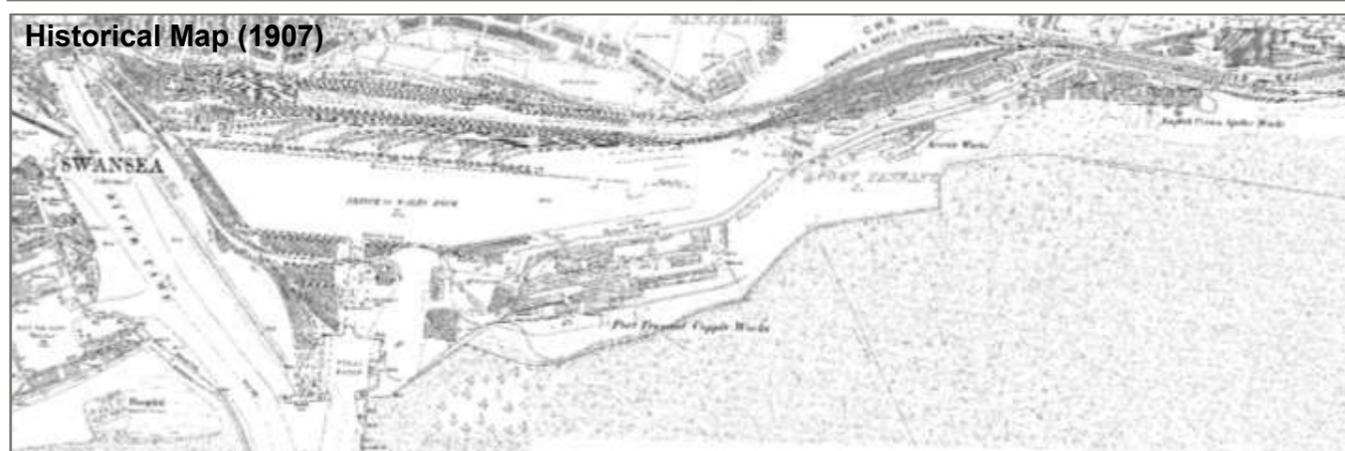
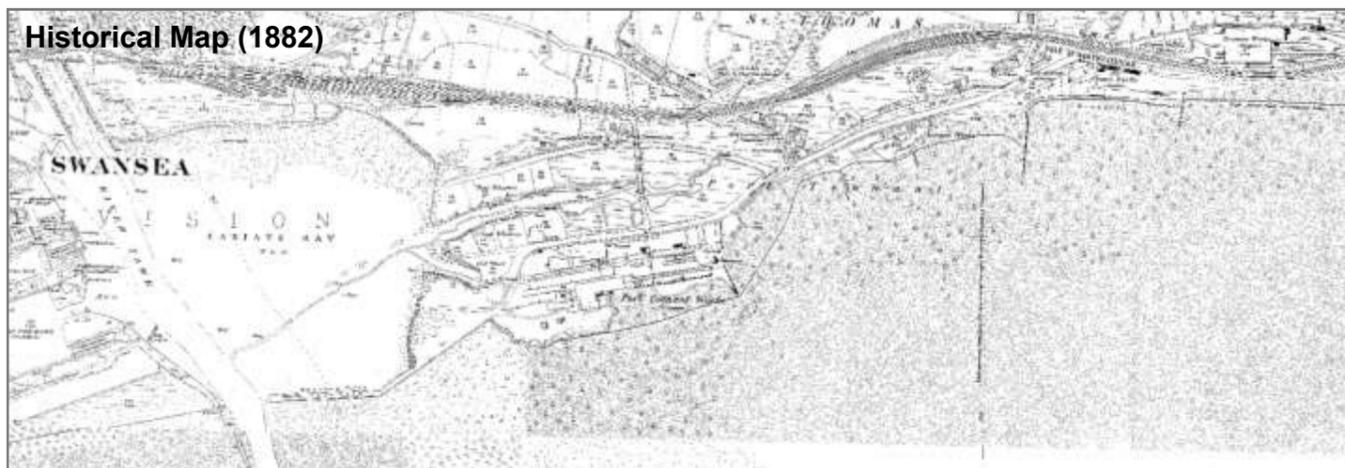
3.2.33. **Sites of Importance for Nature and Conservation (SINCs)** have been identified to the north of Burrows Yard and south of the Queen's Dock sea wall, while

other areas and sites are likely to meet the criteria for SINC designation. In addition, there are known to be habitats and priority species of principal importance for the conservation of biological diversity in Wales under the Natural Environment and Rural Communities Act (2006). Surveys will be required of the vacant development land to accompany planning applications.

Land Ownership

3.2.34. The land along the Corridor is in multiple and mostly private ownership with the exception of some development sites at the eastern end in NPT; and the Park and Ride sites.





3.3 History of the Area

Docks

3.3.1. The maps to the left demonstrate how significantly the area has changed in a relatively short period of time.

3.3.2. The Prince of Wales Dock was reclaimed from Fabians Bay in 1881 and was extended to the east in 1898. Further dock expansion occurred in 1909 with the construction of Kings Dock followed by a long breakwater (also built in 1909) that enclosed the area that became Queens Dock. This latter area became the petrochemical dock following the opening of the Llandarcy Refinery in 1919.

3.3.3. The prime use of the docks was for the export of bulk materials such as coal. As a result there were relatively few warehouse buildings but a very extensive area was given over to a network of rail sidings, primarily to serve the coal quays. The area also accommodated a number of works that required access to the docks for processing of export materials such as Graigola Merthyr Patent Fuel Company .

3.3.4. The docks were at their busiest in the 1950s. However with changes to global energy the exports reduced and from the

late 1990s Prince of Wales Dock has seen a shift in focus with the mixed use SA1 development.

3.3.5. Queens Dock became largely redundant with the closure of the Llandarcy refinery in 1998. Much of the land to the east was used for storing petrochemicals and this land is now being reclaimed as the new Bay Campus of Swansea University. The Queens Dock is still used to access the dry dock in the west but is mainly in use as a mussel farm. Kings Dock though remains in intensive use.





Dock Communities

3.3.6. To the north of the docks, the St Thomas/ Port Tennant area was predominantly home to dock workers and their families. There was a long footbridge spanning 20 rail lines from the community into the docks (known as the 'Monkey Bridge'). The area benefited from shops, schools and places of worship, many of which still remain.

3.3.7. Much of the St Thomas area fronted onto what was then called 'Fabian Street' with shops and houses which looked onto the dock boundary. This 'active frontage' (highlighted in red above) was cleared to make way for the widened Fabian Way.

Tennant Canal

3.3.8. The Tennant Canal pre-dated the docks, opening in 1824 to bring materials from the Neath Valley down to the tidal Fabians Bay. It later had wharfage and a connection to both Prince of Wales Dock and Kings Dock. It fell out of use in the 1920s with the growth of the rail network.

(This historical information has been summarised from the website dedicated to the Swansea and Port Talbot Docks (www.swanseadocks.co.uk))

Evidence of the Past

3.3.9. Whilst the docks are still recognisable today on plan by virtue of the large bodies of water, virtually all the historic dock structures have vanished.

3.3.10. However traces of the past remain and help provide a sense of place:

- The former dock housing at St Thomas / Port Tennant. These rise up the lower slopes of Kilvey Hill with streets providing vistas over the docks.
- The western end of the Tennant Canal is covered by Fabian Way, but the route remains intact to the east of the former Neath Arms Pub.
- Although the terminus of the Tennant Canal is long vanished, the name lives on as 'Port Tennant'.
- The dock walls constructed of massive pennant stone blocks remain largely unchanged and the stone jetties relate to the location of the former coal hoists.



- Bevans Row deserves special mention because it once fronted onto the Canal to the north and was within 70m of the highwater mark of Fabians Bay. The adjacent modern footbridge is on the alignment of the historic road bridge over the canal.
- More recent history is highlighted by the WWII pill boxes along the breakwater that encloses Queens Dock (these are shown to be retained as part of the tidal lagoon proposals).
- Many of the wharfs within the docks are still known by the names of the long vanished works such as Graigola Wharf which was the site of Graigola Merthyr Patent Fuel Company.
- Listed buildings such as the Ice House and J Shed recognise the architecture of national importance.
- There are other un-listed buildings of interest (e.g. the Norwegian Church in SA1 and D-Shed within the docks).



View looking north with the Queens Dock sea wall to the left and start of the petro-chemical tanks to the centre. This area is now the core of the development framework. (Image courtesy of the RCAHMMW.)

The Eastern Approach Corridor

3.3.11. While the growth and decline of Swansea Docks has had a pivotal role in the development and formation of the character of the area, changes in transport infrastructure have left their mark on what is now the Fabian Way corridor east of the docks area.

3.3.12. Until the mid/late 19th Century the eastern approach corridor was a largely uninhabited area of coastal sand dunes and marshland.

3.3.13. The advent of the railways opened up the area's potential for development, most notably the foundation of a planned seaside resort adjacent to a new station at what is now Jersey Marine. The

development did not progress further than the construction of a hotel complex on the margins of the dunes including a castellated four storey octagonal tower built in 1867 from brickwork to house a camera obscurera, which still exists as part of a modern hotel complex.

3.3.14. Fabian Way was constructed around 1950 and originally linked to the A48 Briton Ferry Bridge crossing over the River Neath providing a new eastern coastal approach to Swansea. New industrial uses located along the northern side of this new dual carriageway including aluminium works and the Ford plant (built in 1965, which later became the Visteon car parts factory). This area has since



Fabian Way, or Jersey Marine Road, now A483, was constructed between May 1946 and September 1950. Amazon now lies to the right of the dual carriageway and the bay area was reclaimed for petro-chemical tanks, now the Swansea University Bay Campus. (image courtesy of the RCAHMMW)

partially regenerated with the Amazon distribution depot and Swansea Bay Studios. Some parts of the Ford plant still stand, such as the former offices facing Fabian Way.

3.3.15. The area's character has been shaped by its relatively short history as a road link (unlike other approaches such as Carmarthen Road which dates from Medieval times). This means it has a relatively open modern context with planted frontages and few distinctive features of note.



3.4 Economic Opportunities

3.4.1. The unique combination of proximity to Swansea City Centre, and the presence of the Bay Campus, UWTSD at SA1, Swansea Bay Studios and the SBTL make this a regionally significant economic development opportunity.

3.4.2. Whilst the sites are in multiple private ownership, the area offers a prime opportunity for research and development linked to the two universities as well as businesses that could spin off from the Tidal Lagoon. This area will complement the regeneration of Swansea City Centre and the regeneration of Neath and Port Talbot Town Centres. Plus it will also provide a different role to the main publically owned economic development sites at Felindre, Harbourside and the Baglan Energy Park.

- Felindre offers serviced sites for B1 and B2 uses. It is located off Junction 46 of the M4 and adjacent land is being considered alongside a candidate site for a new urban village with potential long-term capacity for over 2,000 homes.
- Port Talbot Harbourside: the site is currently being developed for mixed-use, including 7ha of employment land, some of which has already been developed for R&D. The site is strategically located, with direct access off the Harbour Way

Peripheral Distributor Road (PDR) providing excellent links to the M4 .

- Baglan Energy Park: the site offers 75ha of developable land, of which a large proportion is anticipated to be developed for non B uses, such as the energy sector. The regeneration of Baglan Bay is a long-term development proposal of strategic regional importance, benefiting from excellent transport links.

3.4.3. The Joint Economic Assessment and Employment Land Provision Study by Peter Brett Associates (2012) identified an anticipated increase in the number of jobs for CCS and NPT together with an employment land requirement. Whilst this study pre-dates the announcement of UWTSD at SA1 and the SBTL it did highlight the potential for an 'Innovation Zone' in the area (paragraph 2.3.16).

3.4.4. The concentration of spin off R&D uses along the Fabian Way Corridor will focus on taking ideas from concept to commercialisation, creating facilities that align with the image of the Innovation Corridor. This will complement rather than compete against the regionally significant sites at Baglan Bay, Felindre and Harbourside that seek to attract R&D uses that require larger manufacturing units (e.g. TWI's Research and Development unit which has recently located at Harbourside, Port Talbot).

3.4.5. The unique potential for the Bay Campus to trigger spin off activity in the area, specifically linking research and development activity with engineering and manufacturing was recognised as follows:

.....Within Swansea and Neath Port Talbot there are a number of specialist firms, along with the Universities, which are working on design and process (manufacturing) activities in low carbon technologies. To assist this, a flagship business park site that is strategically well located with flexible space for new and expanding firms, will help attract new investment. The location for Swansea University's second campus on Fabian Way would be a suitable example. An action to deliver green jobs is a green infrastructure project between Swansea and Neath Port Talbot. This would require collaboration between the two local authorities to facilitate green travel along the connecting strategic road corridors like Fabian Way, improving cycle lanes, promoting healthy lifestyles among the local population and workers, etc. Local businesses engaged in landscaping, architectural and environmental sectors could potentially benefit from such training and infrastructure projects. (paragraph 8.3.37, Joint Economic Assessment and Employment Land Provision Study 2012)

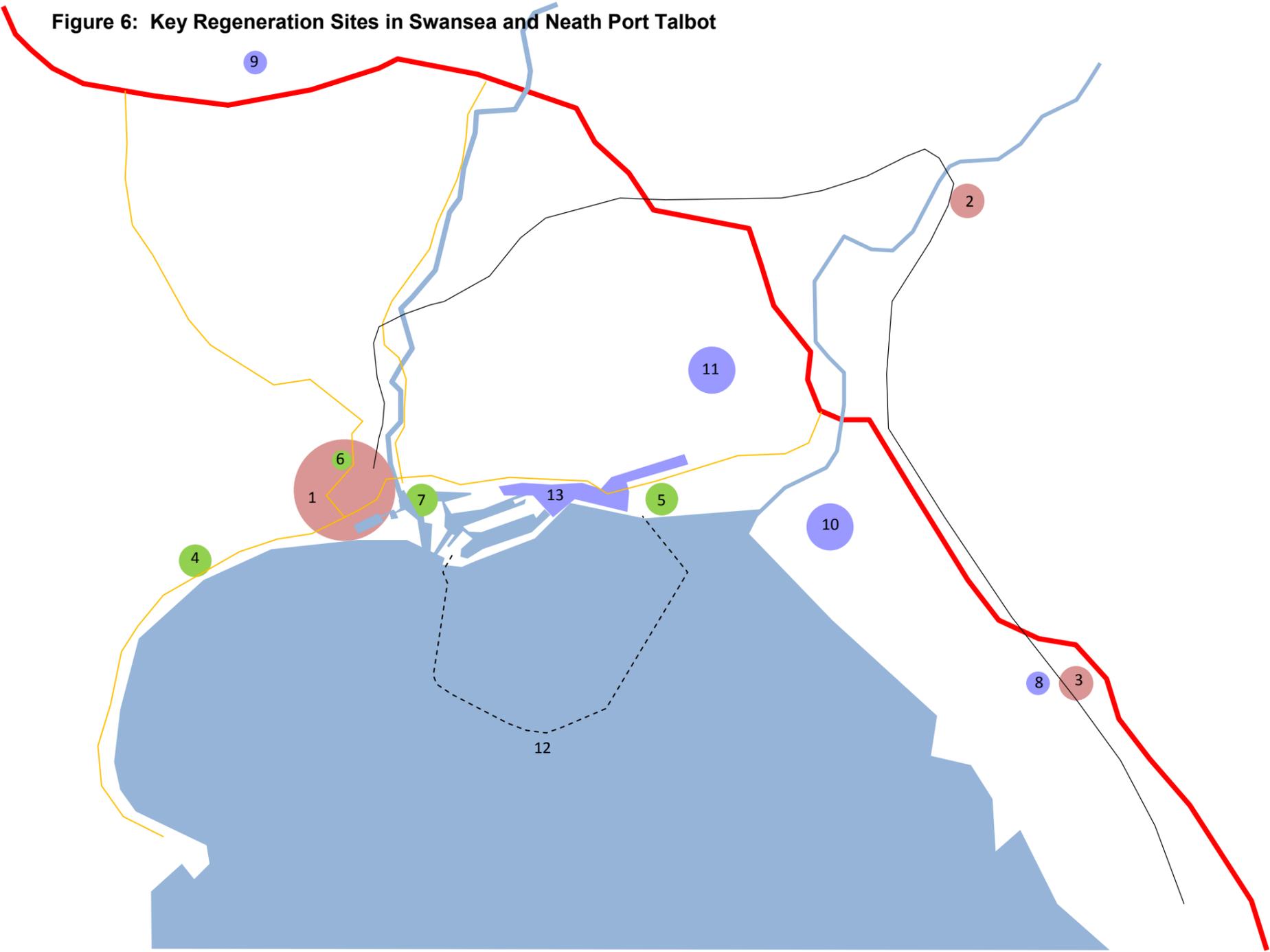
3.4.6. It identifies that the land around the Port should *because of its potential linkages with the Swansea second campus... be kept under review ... to support the potential for business spin outs from the campus. (paragraph 8.3.7)*

3.4.7. The City Region ERS also pre-dates the UWTSD at SA1 and the SBTL. It highlights the need to maximise the long-term economic impact of the new Bay Campus and this is a flagship initiative which offers the potential to support the transition of the City Region to an important knowledge based and innovation-driven economy. The new campus should be developed as part of a broader research and innovation strategy for the City Region based on the European Union guidance on 'smart specialism'.

3.4.8. The strategy also highlights the need to develop a long term strategic approach to nurturing new business. Innovation Centres should be located in Swansea City Centre to help drive the regeneration (such as the potential Tech Hub on Kingsway) but larger format business that are not suited to a high density urban location could be accommodated in the Fabian Way area as 'super sheds' with active frontages onto public realm areas.

3.4.9. The ERS sets out an aim of 'distinctive places and competitive infrastructure'. The Fabian Way Corridor offers a distinctive location overlooking Swansea Bay highly accessible by vehicle and sustainable travel modes. This differentiates the area from other economic opportunities.

Figure 6: Key Regeneration Sites in Swansea and Neath Port Talbot



- Key:
- 1. Swansea City Centre—focus of regional regeneration activities
 - 2. Neath Town Centre—regeneration focus
 - 3. Port Talbot Town Centre—regeneration focus
 - 4. Swansea University, Singleton Campus
 - 5. Swansea University, Bay Campus
 - 6. UWTSD, Mount Pleasant Campus
 - 7. UWTSD @ SA1
 - 8. Harbour side regeneration area
 - 9. Felindre Business Park
 - 10. Baglan Energy Park
 - 11. Coed Darcy—strategic mixed use development
 - 12. Swansea Tidal Lagoon
 - 13. Approximate extent of the Fabian Way Innovation area

3.5 Urban Design Assessment

3.5.1. The masterplan area is a significant tranche in need of co-ordination.

Visual Appraisal

3.5.2. Fabian Way is a modern approach into Swansea from the M4 motorway, it is primarily a post war environment. At present the area is mainly experienced at 30-40mph from the dual carriageway. This is defined by green edges, industrial buildings and glimpsed longer views to Kilvey Hill and from elevated points over Swansea Bay to Mumbles. Whilst the character becomes more urban closer to Swansea with the SA1 development, the Victorian frontage of St Thomas has been lost to post-war highway widening. Finally the sense of arrival in Swansea is defined by the bulk of Mount Pleasant rising up and the process of crossing the River Tawe. There is currently no outer gateway to the area.

3.5.3. Whilst the planted edges to the Corridor do a fair job of hiding unsightly development, the challenge as a step change is to design quality buildings that add to the sense of character and activity and do not require screening. The character of this outer approach is changing with the new Bay Campus which presents quality buildings of urban scale and the challenge is to link this urban approach back to Swansea.

3.5.4. At the eastern end of the masterplan area, the Jersey Marine Tower is an eye catcher. This predates Fabian Way by around 100 years and still manages to stand out alongside the horizontal mass of the Amazon Building.



3.5.5. From within the masterplan area, the scale of the sites becomes apparent. Most are devoid of features, but the context and sense of place can be grasped from views out to Swansea Bay and more locally to remaining dock features such as the 10m tall mobile cranes.

3.5.6. The 79m single wind turbine allowed at appeal on the Welsh Water land will become a prominent feature on the approach into Swansea if constructed.

Built Form

3.5.7. Historically the area was dominated by rail lines associated with the export of bulk materials. Therefore there are not many built precedents to draw in. However remaining examples such as J Shed and the Ice House in SA1 (both listed buildings) and D-Shed in the docks all display a strong character of red brickwork, punched openings and division into often repeating elements of a human scale. This offers the opportunity to reinforce the maritime/ industrial references through new development.

3.5.8. The modern Fabian Way Corridor has a complete variety of buildings from large-scale 'sheds' (such as Amazon) to 8 storey student accommodation. Because this is a new route through what was an industrial area, there is very little 'heritage' to the buildings. There is clearly an opportunity for bold contemporary buildings to redefine the character of this key approach into Swansea. This active frontage approach along Fabian Way is already in place with the Bay Campus and the SA1 area. Emphasis should be on further active frontages, not landscaped frontages. Whilst

this is a step change from many recent road schemes in Wales, it is fully compliant with Manual for Streets.

3.5.9. Unfortunately Swansea has a number of rendered buildings from the early 2000's boom that have weathered poorly. This has already been taken into account in recent developments at the eastern end of the SA1 regeneration area that instead have a predominantly brick finish with a contemporary character. Not only will these buildings weather well, they also reference the industrial/ maritime heritage through the materials.

3.5.10. The challenge in this area will be to accommodate a range of uses and a range of building types all with active frontages, a human scale and a relationship to the place.

Movement

3.5.11. Although Fabian Way is one of the busiest non trunk roads in Wales connecting Swansea to the M4 motorway, this does not mean that it should not also be a 'place'. Whilst the Bay Campus is a statement of quality, much of the Corridor presents a poor quality appearance that detracts from this key approach to Swansea. This need not be the case and Manual for Streets 2 indicates that the place making approach can be applied to roads of all types.

It is clear that most Manual for Streets advice can be applied to a highway regardless of speed limit.

Speed Limit	30mph	40mph	50+mph
User Hierarchy	●	●	●
Team Working	●	●	●
Community Function	●	●	●
Inclusive Design	●	●	●
Pod/Cycle Support	●	●	●
Master Plans/Design Codes	●	●	●
Stopping Sight Distance	●	●	●
Frontage Access	●	●	●
Minimise Signs and Street Furniture	●	●	●
Quality Audits	●	●	●
Connectivity/Permeability	●	●	●

Table 5.1 Application of key areas of MfS advice. Note: ● yes, ● subject to local context.

3.5.12. Therefore the vacant and underused land along Fabian Way presents a tremendous opportunity to redefine this key approach into Swansea by linking the Bay Campus back to the City.

3.5.13. The vacant land offers the opportunity to create a new place based on

a linking spine street that caters for all types of movement and is not solely for vehicles.

3.5.14. Despite the regeneration of the SA1 area, Fabian Way continues to separate the new community around Prince of Wales Dock from the established communities of St Thomas and Port Tennant. The busy roads to the south and east of the St Thomas area, coupled with the high ground to the north and wet land area to the east means that this significant established community of approximately 6,500 people feels detached from Swansea City Centre. This has been described by community representatives as an 'island feeling'. Whilst the eastern part of the St Thomas area is within a reasonable 800m walking distance of the City Centre, the actual and perceived barriers (which include the busy roads, pedestrian crossings that are not on desire lines, crossing the River Tawe, and the lack of active frontages in the Parc Tawe area) mean that many St Thomas residents choose to drive into the City Centre. This severance has not been tackled by the Welsh Government SA1 regeneration project to date and this emerging masterplanning exercise for the Fabian Way Corridor must tackle this issue to ensure connectivity in all directions, not just east-west.

3.5.15. The Fabian Way road corridor itself has a functional character that is dominated by highways signage and a discordant mixture of street furniture/ street lights. In fact this key approach has no less than eight different types of street lighting (varied columns and lanterns). Clearly there is a need to rationalise street furniture and to work to a co-ordinated pallet in accordance with the place emphasis set out in MfS. Furthermore the recent wide tarmac central median at the Bay Campus junction contrasts with the grass/ wild flowers elsewhere and adds to the discordant character. There is however an opportunity to celebrate this route as an approach into the City by, for example, banners on street lights and possibly a gateway public art feature.

3.5.16. The access road to the Tidal Lagoon will be built to adoptable standards and will be utilised to access the development plots to either side. Much of this route will become the link between SA1 and the Bay Campus, so in accordance with MfS this 'access road' should be conceived as a 'spine street' in terms of the place function lined with active frontages. This is essential to support sustainable travel modes (walking, cycling and public transport) rather than a car dependant non place. This will require large format uses to adapt their standard approach to create active street frontage with yards and parking behind.

3.5.17. Given that Ffordd Amazon provides the most direct link to Swansea City Centre for the 4,000 homes being constructed at Coed Darcy, there is scope to apply the spine street approach to this existing corridor too to encourage walking and cycling.

3.5.18. The Framework will herald a co-ordinated place making approach to the former dock wasteland. There needs to be a move away from development based on a landscape structure to screen developments to an urban public realm framework that is activated by well designed building frontages. Emphasis will be on activity not screening. This is a definite shift from the previous land use 'zoning' based planning approach which has resulted in non-places that discourage sustainable travel.

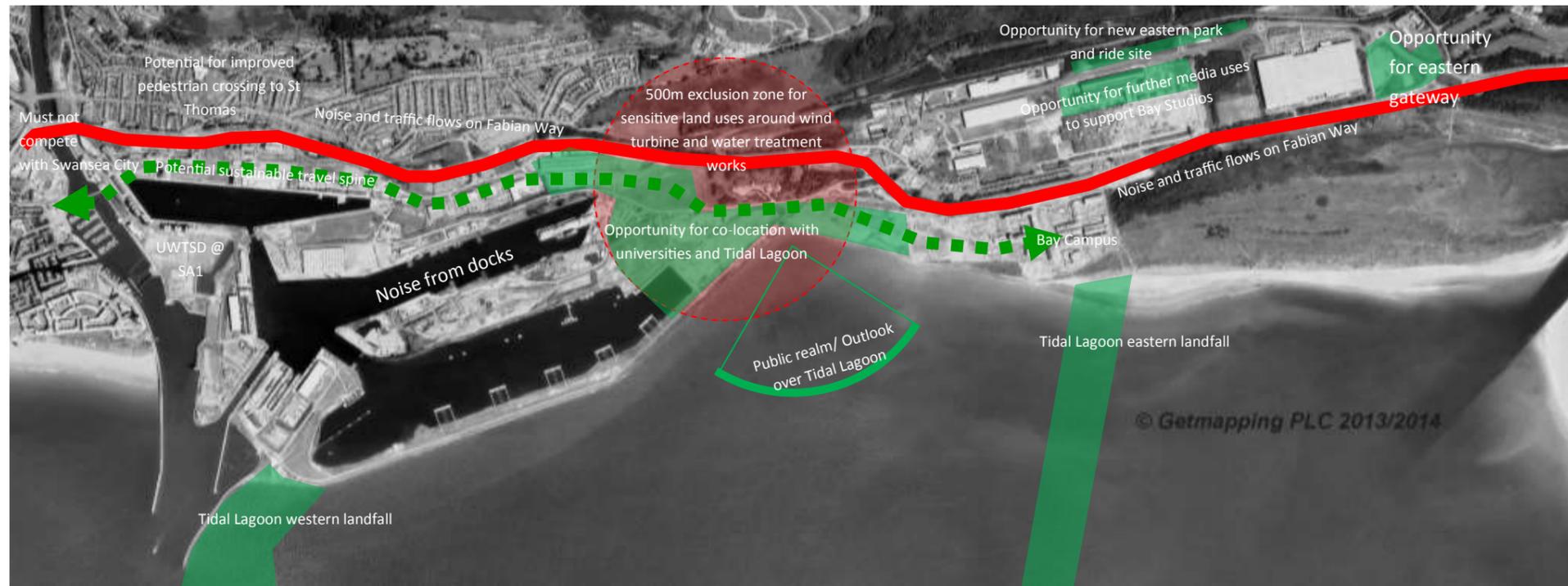


Figure 8: Summary of Constraints and Opportunities

3.6 Summary of Opportunities

3.6.1. The **opportunities** outlined in the analysis section can be summarised as follows:

- Triangle of opportunity created by the Swansea University Bay Campus, UWTSD SA1 development and SBTL
- Opportunity to link the Bay Campus to Swansea City using sustainable travel modes without using Fabian Way
- Opportunity to open up land between the Bay Campus and UWTSD for innovation uses that do not compete with Swansea City Centre or other regional priorities
- Opportunity to redefine the key approach into Swansea City Centre along Fabian Way and to create an outer gateway at Jersey Marine
- Opportunity to capitalise on the new public realm and outlook created by the Tidal Lagoon
- Opportunity to co-ordinate development to accommodate growth in a sustainable location
- Opportunity to accommodate R&D activities linked to the Universities and manufacturing businesses linked to the Tidal Lagoon construction and maintenance
- Opportunity to fund new crossings on Fabian Way to break down the north/south barriers to pedestrians
- Opportunity to promote the reinstatement of the Tennant Canal

3.7 Summary of Constraints

3.8.1. The **constraints** identified in the analysis section can be summarised as follows:

- Flood risk
- Potential exclusion zone for residential use around the wind turbine allowed at appeal within the WWTW
- Potential ground contamination
- Potential odour problems around the WWTW
- Other potential 'bad neighbour' uses e.g. the operating docks / waste facilities / Gower Chemicals
- Noise and potential air quality issues along Fabian Way
- Ecological considerations
- Poor pedestrian connections across Fabian Way
- Vehicle access restrictions on Fabian Way
- Baldwins Bridge junction
- Construction phase of Tidal Lagoon (2016-2021)
- Development sites in multiple private ownership

4 Vision and Objectives

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4.1 Vision

4.1.1. The Fabian Way Corridor has a unique combination of two universities, the UK's first Tidal Lagoon and is a key gateway approach into Swansea. There are three strands to the vision:



4.2 Objectives

4.2.1. This strategic regeneration masterplan framework will co-ordinate the sustainable development of sites in multiple ownership along the Fabian Way Corridor. Its objectives are to:

- Provide employment opportunities and economic benefits for the City Region and complement other City Region regeneration priorities including Swansea City Centre
- Facilitate the future expansion of both Universities and enable the enhancement of their educational, economic and community functions
- Capture the associated socio-economic benefits from third party R&D and high technology businesses seeking to cluster close to the Universities and SBTL
- Facilitate the provision of sustainable residential accommodation in appropriate locations supported by the necessary infrastructure
- Guide development through a place making approach, promote high quality design and public realm building upon the environmental improvements already delivered at SA1, the Bay Campus and expected from the SBTL
- Enhance the City Region's eastern gateway to Swansea
- Identify priority actions that will bring about long term improvement to connectivity by sustainable travel modes to the wider City Region in-line with the Fabian Way Corridor Transport Assessment (TA)
- Support the development of infrastructure necessary to make the area competitive and sustainable
- Better integrate communities north / south of Fabian Way
- Strategically co-ordinate development of sites in multiple private ownership to overcome site constraints, avoid inappropriate ad hoc development that could hinder regeneration, and minimise conflicts between different land uses

4.3 Precedents

4.3.1. The regeneration of this Strategic Site can draw on the existing masterplans for the SA1 and Bay Campus areas. However given the step change needed in place making for non residential uses there is no single perfect precedent. The images have been selected for the following reasons:

1. The treatment of the Gilchrist Thomas industrial site in Blaenavon is considered a good example of how to develop modern employment buildings with active street frontages and yard areas concealed behind. This is a key spine street giving access to the national coal mining museum. It is also a Sustrans cycle route.
 2. The SA1 development to date demonstrates how mixed uses can be developed to create active and attractive street frontages. This will form part of the spine street linking to the masterplan area.
 3. The Innovation Centre building at the Bristol and Bath Science Park is a good example of high quality contemporary employment development that provides a strong frontage with an entrance on the street corner
 4. The recently built TWI building at Harbourside, Port Talbot, gives an indication of the type of architecturally designed R&D developments that could be accommodated as street frontage buildings
 5. The McLaren Technology Centre gives an example of research buildings of the highest international quality with a water setting
 6. The ESRI building at the Bay Campus is a good example of a contemporary research building using traditional and modern materials
- 7a/b. Finally, the National Composites Centre building at the Bristol and Bath Science Park is a good example of a frontage office building which provides active street frontage that conceals a 'super shed' behind.





5.1

Masterplan Framework

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5.1 Introducing the Masterplan

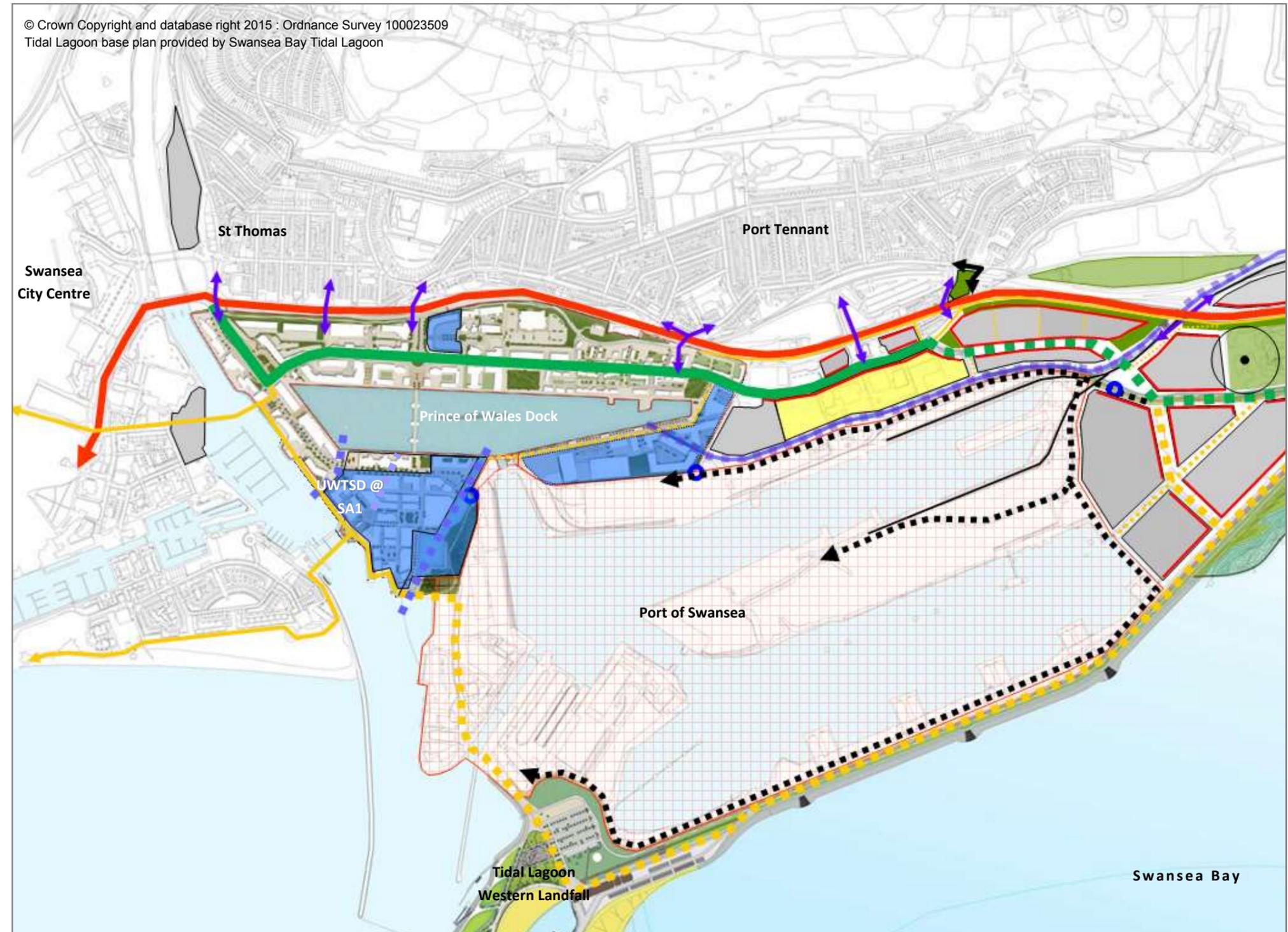
5.1.1. Successful masterplans provide a robust framework for place making. It is important to ensure that the key elements are delivered whilst allowing flexibility in other aspects.

5.1.2. In relation to the Fabian Way area, the masterplan framework will guide development by a number of different interests.

5.1.3. The Masterplan is based on 3 concepts:

- Movement
- Land uses
- Place making

5.1.4. These form the structure for the masterplan guidance on the following pages.



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- Key**
- Existing main arterial route (Fabian Way)
 - Existing stretches of spine street
 - Spine street elements to be constructed by Tidal Lagoon
 - New stretches of proposed spine street
 - Existing key pedestrian/ cycle connections
 - Potential improved pedestrian/ cycle connections
 - Potential improved crossings on Fabian Way
 - Retained rail link to docks
 - Potential revised access points to secure dock area
 - Potential improved recreation facilities
 - Protected canal corridor/ potential cycle route
 - Potential junction improvement at Baldwins Bridge
 - Potential development areas
 - Active frontages to potential development areas
 - Longer term development areas as existing uses relocate
 - Potential secure dock area
 - Land within SA1 controlled by UWTS
 - Existing major employers
 - Approved wind turbine and topple zone

5.2 Movement

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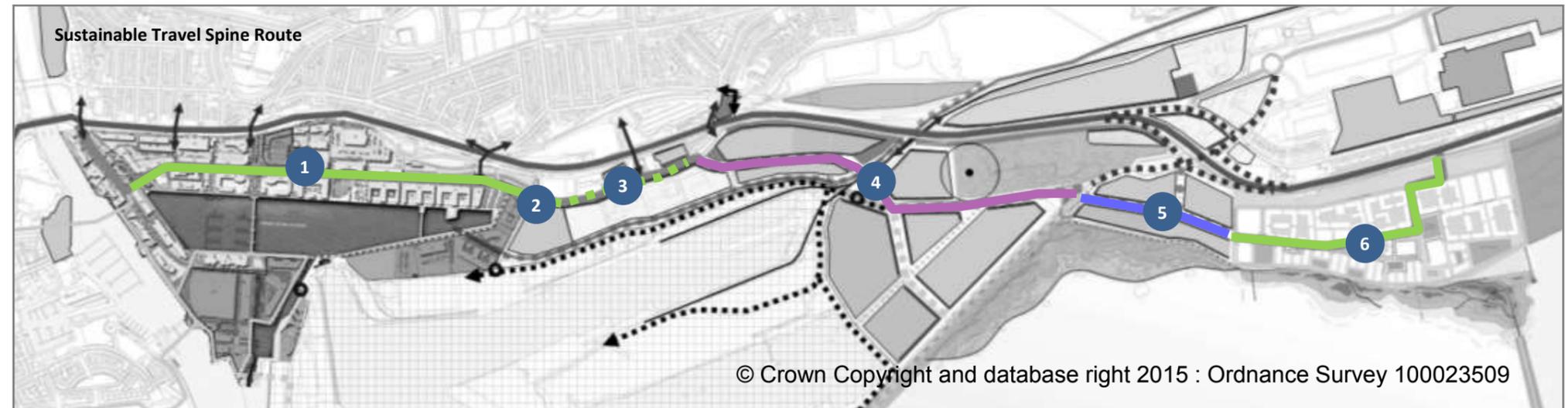
Introduction

5.2.1. The structure of streets and movement routes lie at the heart of successful places. Whilst buildings and uses may change over time it is the spaces between the buildings that endure. Furthermore it is from these areas that most people experience the place; from the public realm.

5.2.2. In the past, most employment/ business areas were planned around the private car. However in this case the presence of two universities and the Tidal Lagoon mean that all modes of travel must be designed to ensure a sustainable place making approach. Therefore all routes must be designed in respect of the user hierarchy with pedestrians at the top in accordance with MfS. This means considering the needs of pedestrians first when designing and improving streets.

5.2.3. Furthermore the Active Travel Act places a requirement on local authorities to continuously improve facilities and routes for walkers and cyclists and to prepare maps identifying current and potential future routes for their use. The Act requires new road schemes to consider the needs of pedestrians and cyclists at design stage.

5.2.4. The Fabian Way Corridor TA seeks to strike a balance between community benefits and transport efficiencies.



Sustainable Travel Spine

5.2.5. A key objective for this strategic site is enhancing connectivity by sustainable travel modes to the wider City Region. It needs to link the Bay Campus back into Swansea City Centre as well as the SA1 area to be occupied by UWTSB.

5.2.6. The masterplan proposes a 'spine street' to connect and organise the area between Langdon Road in SA1 to the street network on the Bay Campus. The components of this route are as follows (refer to plan above):

1. Western Langdon Road in SA1; no work needed
2. Connection between Western and Eastern Langdon Road which is currently a pedestrian and cycle link only. Work to be undertaken during 2015/16 to open this restricted vehicle access
3. Eastern Langdon Road, requires new shared southern pedestrian/ cycle path (to be delivered by Tidal Lagoon Project)
4. Tidal Lagoon Road to be constructed and will potentially be available for public use from the middle of 2021
5. Link needed between Waste Water Treatment Works and eastern boundary of the Bay Campus. This will be delivered through co-ordinated development of the ABP land and the St Modwen/ Swansea University Joint Venture land. This could be a temporary pedestrian and cycle link prior to the development of the site
6. Existing spine street at the Bay Campus

5.2.7. It is essential that this route is made accessible and available for walking/ cycling/ public transport and as site accesses. The Development Consent Order for the SBTL requires this street be built to adoptable standards. Future accesses to the development plots can be achieved with planning permission once the street is available for public use.

5.2.8. This spine street has the potential to be a far more attractive walking and cycling route than the existing route alongside the busy Fabian Way and would provide public transport priority without the need to construct new bus lanes on Fabian Way. However it will require active edges to make the street feel safe and attractive. There is scope to divert the Wales Coast Path to run along the spine street away from the current alignment following the Tennant Canal and Fabian Way.

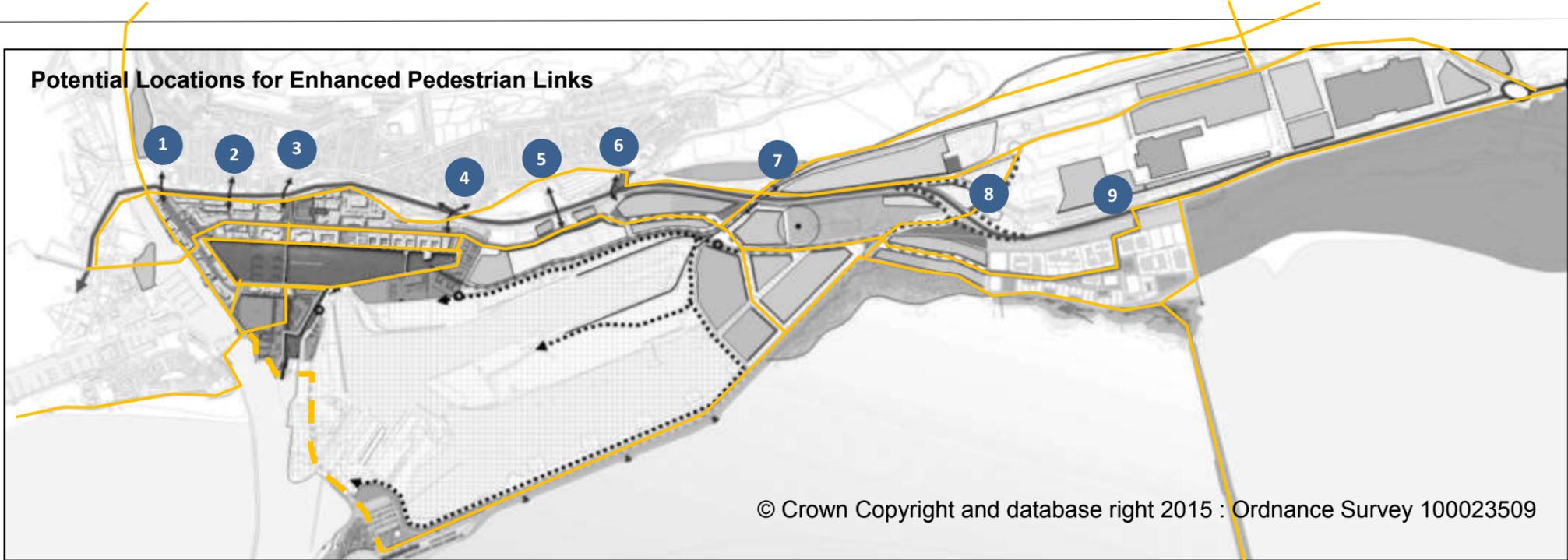
5.2.9. The public transport link would leave SA1 at the Kings Road junction whilst the combined cycleway and footpath would cross the River Tawe by means of the Sailbridge.

5.2.10. Clearly cars and service vehicles will need to use this route to access the development plots, but traffic controls would be required to stop this being used as a through route to bypass Fabian Way.

5.2.11. The Spine Street will comprise:

- 5.5 m two way carriageway – suitable for public transport use
- Grassed verges on both sides. Initially this could include sustainable drainage and in future there may be potential for tree planting
- 3m shared pedestrian and cycleway – along the north side. A 2m footpath will need to be constructed at a later date as the plots are developed along the southern side
- The set back of building frontages can vary between back of footway and a 3m planting zone

5.2.12. The existing Ffordd Amazon Road which will be a key future connection for pedestrians and cyclists to the Coed Darcy Urban Village development also has potential to be treated in a similar manner with active frontages as vacant sites are developed.



North South Pedestrian Links

5.2.13. The Fabian Way dual carriageway has flows of 32,000 vehicles per day. In the past there have been a number of accidents between vehicles and pedestrians crossing the road including a number of fatalities. This has been addressed by introducing a 30/40mph speed limit and through the installation of a fence barrier along the central reservation from the SA1 gateway junction to the Tawe Bridges. However this does not address the problem of poor connectivity between the established communities to the north (St Thomas and Port Tennant) and the areas to the south.

5.2.14. The pedestrian crossings that exist do not necessarily relate to desire lines and the crossing experience is poor with considerable wait times. It is essential that the pedestrian connections are improved and increased in number.

5.2.15. The Fabian Way Corridor TA highlighted the need for additional north-south pedestrian crossings and the potential locations for these are shown in the plan above:

1. Tawe Bridges Gyratory - the pedestrian and cycle crossing have been upgraded but they do not relate to local desire lines
2. St Thomas/ SA1 crossing - potential for a new pedestrian crossing between the Tawe Bridges and existing Gateway Junction.

3. SA1 gateway junction - potential to reduce the crossing distances and waiting times if junction can be simplified
4. Footbridge alongside sidings bridge - approaches could be made accessible to all and southern connection to Langdon Road
5. McDonalds Junction—pedestrian and cycle provision needs improvement.
6. Bevans Row footbridge - upgrade/ replace the bridge to make accessible to all
7. Canal route - potential shared pedestrian and cycle underpass below Fabian Way
8. Baldwins Bridge - pedestrian and cycle links must be addressed as part of any junction upgrade.
9. Bay Campus bus stop crossing - this needs a defined connection to the established Baldwins Crescent community.

5.2 Movement

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Fabian Way

5.2.16. This route lacks a consistent identity and is disfigured by visual clutter. The recent work to create the new access to the Bay Campus with tarmac finish to the wide central reservation creates a very harsh environment and adds to the discordant appearance of Fabian Way. Therefore whilst Fabian Way will always be a traffic dominated environment, as opportunity arises, this corridor should be given a consistent identity through the use of street lighting and a consistent soft treatment of the central reservation. This can be guided by an agreed palette of street furniture.

5.2.17. It is understood that the Welsh Government are considering designating Fabian Way as a trunk road. This will have implications for the management of the road and the potential improvements at Baldwins Bridge.

5.2.18. The masterplan requires that pedestrian and cycle connections are made to Fabian Way from the new developments and that the verges are widened to accommodate low level planting to either side to help soften the road and to create a buffer between pedestrians/ cyclists and the main carriageway.

5.2.19. The Masterplan offers the opportunity to improve the environment and sense of approach into Swansea

through new frontage developments with quality architecture. The Bay Campus demonstrates the transformational potential of new developments fronting Fabian Way and a number of the masterplan plots offer similar opportunities for urban scale high quality frontages.

Access from Fabian Way

5.2.20. The capacity of the existing junctions on Fabian Way are considered below:

- The new junction to access the Bay Campus has significant restrictions on traffic movements, but it may be possible to utilise this for vehicle access to the undeveloped land to the west. The Bay Campus masterplan indicates a multi-storey car park at the western end of the campus abutting the undeveloped land. Therefore if the adjoining land were developed for university purposes then it is possible that the multi-storey could serve an enlarged campus.
- The 2013 Fabian Way Transport Development Study (TDS) highlighted that the Park and Ride junction is '*approaching capacity during the AM peak*' under existing conditions and that this will be subject to additional loading due to the public access to the Tidal

Lagoon and additional university traffic proposed from the UWTSD SA1 area. Therefore it is considered that this junction has limited capacity to serve new developments in the masterplan area.

- Baldwins Bridge is currently used as the main access/egress for Swansea Docks by HGVs, articulated vehicles and abnormal loads. The 2013 Fabian Way Corridor TDS notes that the Baldwins Bridge structure is '*in reasonable condition and maintainable in the foreseeable future with no plans or necessity to replace the structure*'. However the issues relate to the poor lane merge layouts. The past Transport Development Studies have considered various options including traffic lights on the slip roads, realigning/ lengthening the slip roads and an at grade junction.

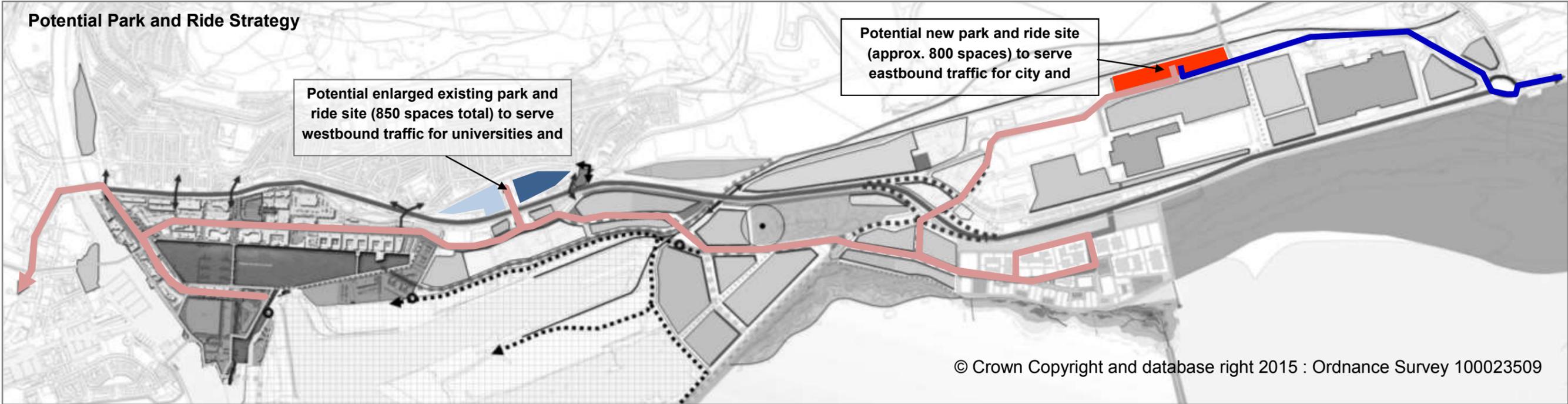
5.2.21. Based on the junction analysis, it is considered that the key to unlocking the development in the masterplan area is to upgrade the Baldwins Bridge junction and developer contributions will be sought towards this improvement.

5.2.22. Funding has been secured for a full options appraisal of the Baldwins Bridge junction during 2015/16. This may require land not in Council ownership. Until the final proposals are known, a potential indicative road improvement area is shown in the masterplan.

5.2.23. Whilst there is a presumption against the provision of new junctions onto Fabian Way to preserve the flow and capacity of this arterial route, prevailing transport policy also recognises the severance that the road can cause to the communities of St Thomas / Port Tennant. The limited connectivity causes traffic demand to be focussed at the two existing junctions which provide 'all movement accessibility'. The Port Tennant Road junction particularly suffers from peak hour congestion and capacity issues.

5.2.24. It is therefore proposed that a new junction be provided at the junction of Wern Fawr Road and Fabian Way; immediately east of the Vale of Neath Road. The provision of a junction at this point would provide connectivity for the residents in the eastern edge of Port Tennant and eliminate the need for this traffic to travel through residential areas when it would be better accommodated on a strategic distributor, such as Fabian Way. The provision of a new access road would also perform the function of distributing the traffic generated by the resident population to three principle junctions, rather than two.

5.2.25. It is proposed that this junction would provide good quality pedestrian and cycle connectivity to the emerging uses on the south side of Fabian Way and access to the green space at Crymlyn Burrows, Ashlands Playing Fields and the Tennant Canal Towpath to the north. This junction would interface with National Cycle Network Route 4, and is therefore an important connection for those travelling by bicycle.



Eastern Park and Ride

5.2.26. The Fabian Way Corridor TA sets out the need for an eastern park and ride because the current Fabian Way Park and Ride (550 spaces) adjacent to Port Tennant is considered to be too close to the city drawing unnecessary traffic along Fabian Way. As indicated in the 2013 TDS, it is likely that this existing Park and Ride will be retained and expanded into the vacant land immediately to the west (up to a further 300 cars) to serve both university sites, while a number of local employers have expressed interest in use of the site.

5.2.27. The 2013 TDS proposed a new Park and Ride to the north of the Amazon Distribution Centre off Ffordd Amazon, but an exact site/number of parking spaces was not specified. A potential new site at the eastern end of the Corridor adjacent to the MREC has been identified (as shown in the plan above) to address the anticipated demand likely from new developments along the Corridor and within the City Centre. This site could accommodate 800 cars plus the usual waiting facilities. As well as serving the City Centre, it could possibly also serve the Universities for students approaching from the east.

Secondary Streets

5.2.28. With the main spine street following the alignment as shown in the masterplan above there is flexibility in the positioning of secondary streets to access and sub divide the development plots. The exact network of streets should be designed to allow views to the wider context which contribute to the sense of place and will be determined as there is clarity over the exact mix/land take of uses.

Freight Rail Line

5.2.29. The 4 mile branch to the Swansea Burrows sidings is in regular use for coal trains from the Swansea Valley to run around and reverse. The single track rail line serving the north and south sides of the Kings Docks is not in use at present and requires upgrading. Nonetheless this is important infrastructure for the port which must be safeguarded.

5.2.30. The responsibility for the dock rail line passes to ABP at a point below the Fabian Way road bridge. Therefore the Tidal Lagoon access road which will become the spine street can cross the rail line by means of a level crossing. This will require the necessary infrastructure such as barriers but requires significantly less land and cost than a new over bridge.

5.2 Movement

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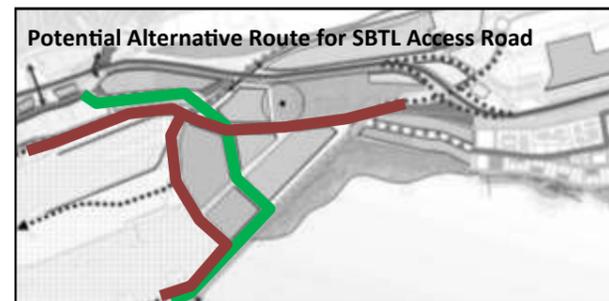
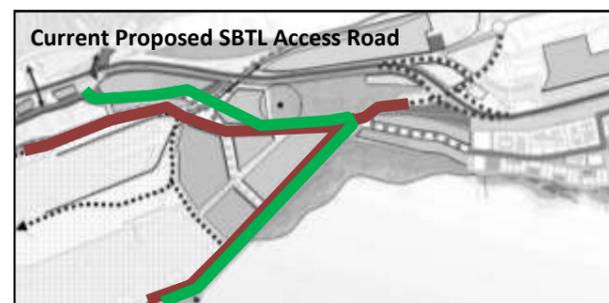
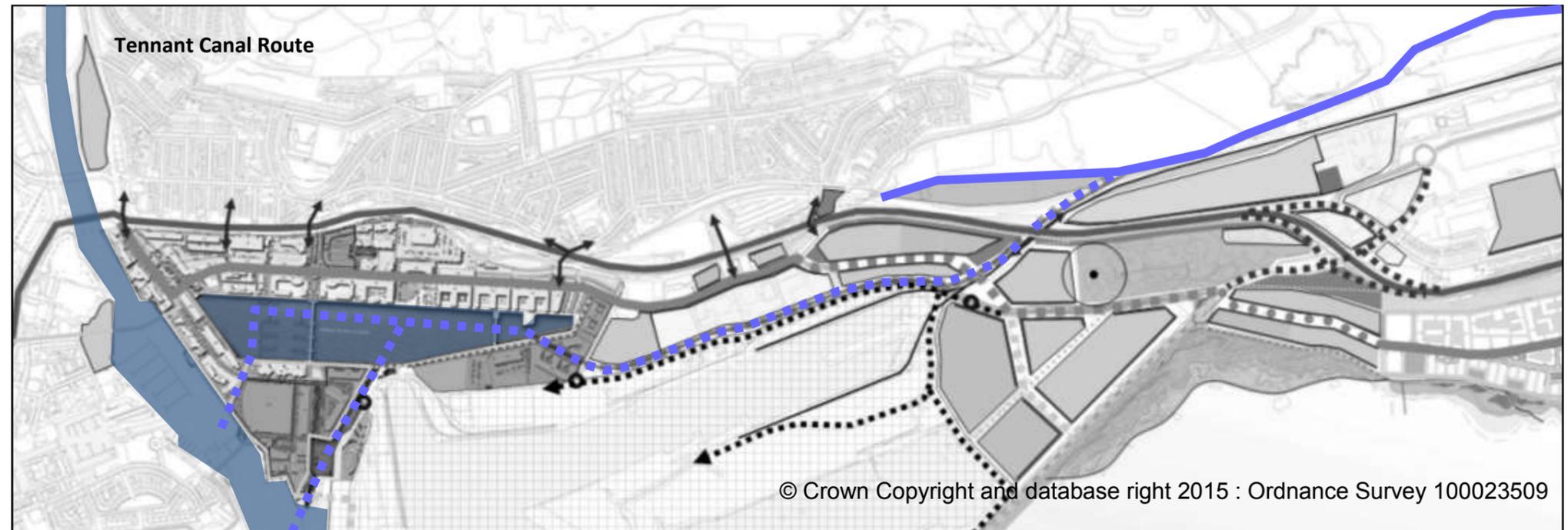
Port Access Road

5.2.31. The masterplan reflects the ABP desire to continue to use the eastern port access off the Baldwins Bridge junction for all movements including HGVs and abnormal loads (such as wind turbines).

5.2.32. The northern access adjacent to the SA1 area will be retained and could be re-opened. Plus the western access through SA1 will be retained primarily for emergency access.

5.2.33. The Tidal Lagoon access road proposals currently include a segregated HGV and public road with a dividing security fence. However with the development of the redundant ABP land for public uses and the relocation of the port boundary as shown in the masterplan, this removes the need for the segregated HGV access. The Masterplan has been developed in conjunction with ABP to suggest a shared public and HGV route from Baldwins Bridge to a relocated port gatehouse just before the level crossings. It suggests the HGV route to the western dock facilities is re-routed to run down the east end of Queens Dock rather than along the eastern end of the seawall.

5.2.34. The masterplan framework for the ABP land suggests a possible more direct future alignment for the Tidal Lagoon Access road (shown in adjacent plan).



Canal Corridor

5.2.35. The Masterplan proposals incorporate the protected canal route linking the derelict Tennant Canal to the eastern end of the Prince of Wales Dock. This is a new alignment as the original canal route lies partially under Fabian Way.

5.2.36. The safeguarded 2km route is a 15m wide corridor to allow for a 6m channel, 3m shared path and 3m easements either side for access/ excavation. (2km long approx. 13m wide).

5.2.37. In the first instance it is proposed to open this route up as a 3m wide shared cycleway/footway with planting alongside in two phases:

- East from the spine street using the redundant space alongside the dock rail line to connect to the existing towpath on the Tennant Canal. This will provide a traffic free pedestrian and cycle route under Fabian Way;
- West of the spine street at a later date to connect to the Prince of Wales Dock. This would run to the rear of the existing businesses and would require the port boundary and northern port road to be relocated.

5.2.38. The implementation of the canal including excavation, channel, locks and bridges will require significant funding that is not currently identified.

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5.3 Land uses

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Introduction

5.3.1 The masterplan proposes land uses in response to the opportunities and constraints summarised earlier.

5.3.2. As set out in Chapter 3, the masterplan area is a potential zone for collaboration and innovation. It could accommodate one of the focus clusters identified in the ERS by strengthening links between education and businesses; and creating attractive, well located sites for R&D activities and manufacturing linked to the Tidal Lagoon.

5.3.3. The masterplan area can complement the regeneration of Swansea City Centre and other City Region regeneration opportunities by accommodating higher education growth, larger format R&D with specific servicing requirements. These could be 'supersheds' with active frontages onto the spine street and Swansea Bay.

Education

5.3.4. A key objective is to ensure that the masterplan area supports the Higher Education presence in the area.

5.3.5. The **Swansea University** Bay Campus has an approved masterplan. The Bay Campus is based upon a masterplan of streets and spaces with buildings of an urban scale and shown in the adjacent photos .

5.3.6. In the future it is likely that Swansea University will require additional land for academic purposes and spin off R&D uses that want to be in close proximity to the Campus. Therefore the masterplan proposes that the area immediately to the west of the Bay Campus (area 8) is safe guarded for academic and university related uses as this area is directly related to the existing facilities offering easy access by foot in contrast to vacant sites to the north on the opposite side of Fabian Way.

5.3.7. This area immediately to the west of the Bay Campus has a 500m frontage onto Swansea Bay with expansive views. Therefore this area should only be developed for University uses and building typologies that mirror those established by the Campus masterplan to the east. The use of this area for single storey developments and shed type buildings will not be acceptable.



5.3.8. A Section 73 Planning Application has been approved for **UWTSD** to vary the relevant parts of the SA1 masterplan. This is also based on a masterplan of public realm with buildings of an urban scale.

5.3.9. The UWTSD proposals include significantly more land than it needs in SA1 and there is considered to be sufficient future land supply in the area to allow for UWTSD's future educational expansion.

Business

5.3.10. The Masterplan area supports the development of a knowledge economy cluster focussing on the potential for spin off R&D uses that will complement the function of the Bay Campus.

5.3.11. A further significant opportunity for the masterplan area is to provide accommodation for the companies linked to the marine technology sector in recognition of the unique relationship to the Tidal Lagoon.

5.3.12. R&D operations and manufacturing (use class B1) can occupy flexible buildings with ancillary offices. These could be key public parts of the strategic area and relate to the new streets and public areas with buildings that have an urban scale and active frontages.

5.3.13. Manufacturing type spin offs often require large single level internal/ external spaces. However these need not result in blank and dead frontages, instead these should be 'activated' though the orientation of ancillary office space and pedestrian entrances to face the spine street frontage.



The National Composites Centre at the Bristol and Bath Science Park is a good example of a Research and Development complex with three storey 'active frontage' onto a spine street comprising ancillary offices and a legible entrance with a single storey 'supershed' concealed behind.

5.3.14. Given the importance for the City Region of regenerating Swansea City Centre, the masterplan does not propose any standalone office uses in the area. General office uses should be located within the City Centre or within the extant masterplan for the SA1 area.

5.3.15. The masterplan does not preclude 'trade counter' and forecourt sales type uses, but the design requirements for frontages onto the spine street and key public realm areas may make it difficult to accommodate these uses.

5.3.16. It may be that some of the existing businesses such as car dealerships and transport yards choose to relocate as the nature of the area changes.

Local Facilities

5.3.17. There are in effect three district centres around the area:

- SA1
- Bay Campus
- Port Tennant/ St Thomas

5.3.18. 400m walking distance is defined in TAN 18 as *optimal* walking distance for everyday needs.

5.3.19. It should be noted that the eastern end of the SA1 area has a closer relationship to the local facilities within Port Tennant (some 100m) rather than the SA1 local facilities (some 700m to the west). Therefore development of the remaining eastern SA1 plots to the north of Langdon Road should formalise the existing informal pedestrian route to the sidings bridge over Fabian Way which provide onward links to Port Tennant.

5.3.20. It is clear that the area is not well related to existing/approved local facilities, therefore the masterplan proposes a new local centre at the western end of the Heywood Land (area 11 on the following page) to the rear of Bevans Row.

5.3.21. This should comprise:

- Local needs convenience food shopping
- Café

5.3.22. The new local facility should serve the masterplan area and the existing Port Tennant community to the north to help reduce car dependency but should not generate additional traffic on Fabian Way.

Residential

5.3.23. The existing SA1 and Bay Campus masterplans have significant residential elements:

- SA1 masterplan makes provision for 1,500 homes of which 620 have been built. The land use mix and quantum of floor space in the SA1 area is being revised by UWTSO
- Bay Campus includes total of 4,000 student rooms on site. These are provided in a range of configurations including studio rooms, communal flats with shared facilities and town house type arrangements

5.3.24. Given the constraints outlined in the analysis section (including impacts from the proposed wind turbine, odour from WWTW, flood risk, and distance from a local centre), it is considered that the potential for additional residential accommodation is very limited to the areas outlined below:

- Within the University expansion area (Area 8) it is considered that there is scope to extend the approved Bay Campus masterplan concept in terms of layout and land uses. However, any proposal for student residential in Area 8 will need to overcome C2 flood risk which precludes vulnerable uses such as residential under TAN 15 national guidance. It would also need to be located in the part of the site outside of the turbine/ odour exclusion zone. The Student accommodation quantum in this University expansion area and the Bay Campus combined should not

5.3 Land uses

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exceed the 4,000 bedrooms currently with outline planning permission on the existing Bay Campus masterplan. Evidence would be needed that the unbuilt student accommodation quantum on the existing Bay Campus has been reduced by the corresponding number of units. Due to the isolation of this site from general residential (use class C3) and the lack of any local facilities within walking distance, this area is not considered suitable for further residential development.

- Rear of Bevans Row in the area outside of the turbine/ odour exclusion zone and away from the boundary with the operating docks. This area has potential for general residential (C3) to link with the existing Port Tennant community. This should take the form of town houses and apartments to provide strong frontages to Fabian Way and the new spine street.

- Extant planning permission on Elba Crescent for 50 homes as part of the established community north of Fabian Way
- Vacant sites along the north side of the eastern end of Langdon Road.
- Land immediately to the east of the SA1 masterplan area.

5.3.25. There is likely to be pressure for further student accommodation in the areas close to the two Universities. On one hand this may help relieve the pressure for HMOs in the established communities of St Thomas / Port Tennant, but conversely could result in isolated and unsustainable residential development away from Swansea City Centre which should be the focal point of activity to underpin City Region regeneration plans.

5.3.26. Therefore as indicated above the land immediately to the west of the Bay Campus could be considered to be suitable for student accommodation (subject to overcoming other identified constraints including flood risk) with access to the campus facilities as part of a mixed use scheme with R&D/ education uses provided that the total quantum of student



accommodation across this area and the Bay Campus does not exceed 4,000 units.

5.3.27. All other proposals for student accommodation within the masterplan area will need to be sequentially tested as the preferable location is within Swansea City Centre as defined in the Development Plan.

Creative Industries

5.3.28. Bay Studios, located in part of the former Visteon car plant, has the largest indoor studio in Europe. There is scope for further cluster development to support this use, plus potential development along Fabian Way could help give the Bay Studios a stronger 'street presence'. The open 'lot' area to the east of the indoor studio may require improved security and privacy screening.



Other Uses

5.3.29. There may be proposals for uses not listed within this masterplan document. Some uses such as hotels are preferable in Swansea City Centre on the basis of accessibility and regeneration benefits. Therefore there will be a requirement for sequential testing.

Temporary Uses

5.3.30. Given that this masterplan area is not expected to start coming forward until 2021, following completion of the SBTL spine road, there may be scope for short term temporary uses (such as the SBTL fabrication sites) that are time limited so not to compromise the longer term sustainable travel and place making objectives.

Relationship Between Uses

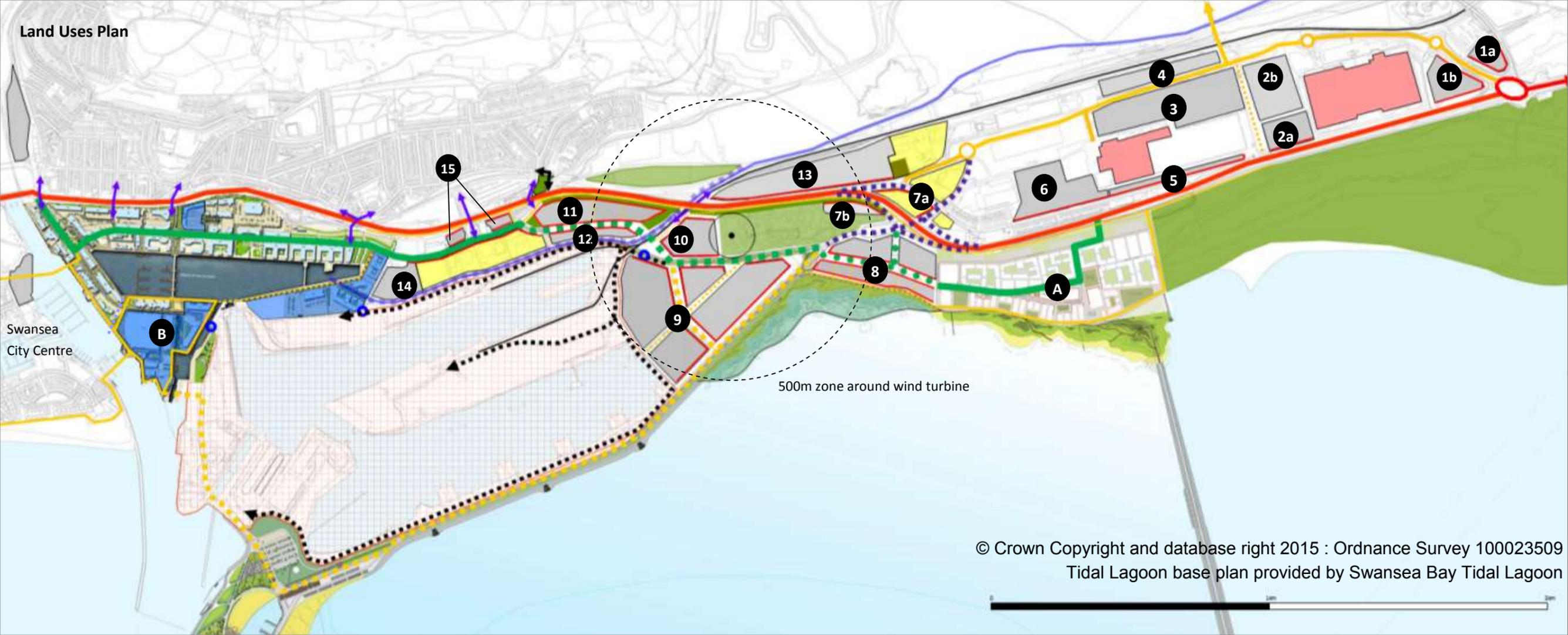
5.3.31. Proposals that do not accord with the land use plan/ table on pages 46/47 will be resisted as they could put the long term regeneration of the Corridor at risk or result in undesirable conflicts with existing land uses / environmental factors. Proposals for the uses as listed will need to address the detailed relationship between industrial uses and sensitive uses.

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5.3 Land uses

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Ref:	Ownership	Area	Potential use / capacity
1a	Welsh Government	1.5 ha	A landmark 'Gateway Development' to a minimum of 3 storeys for B1 use with ancillary retail to provide potential accommodation for high technology and R&D business to support the development of the Knowledge Economy Cluster that will complement the function of the nearby Bay Campus. <i>This should not include uses that are more appropriate in a city centre location.</i>
1b	Welsh Government	2.5 ha	
2a	Graceland Investments	1.7 ha	Potential for B1 use to provide accommodation for high technology and research and development business to support the development of a Knowledge Economy Cluster that will complement the function of the nearby Bay Campus. <i>This should not include uses that are more appropriate in a city centre location.</i> Redevelopment must contribute to a strong active frontage to Fabian Way. The site is currently used for Amazon car parking, if developed the displaced parking must be accommodated at a suitable alternative location.
2b	Welsh Government	3 ha	Site with potential to accommodate displaced parking relating to the Amazon site, in the event of the redevelopment of Plot 2a.
3	Welsh Govt./ NPTCBC Swansea Uni. Prospect	6 ha	Potential media uses to support Swansea Bay Studios. Redevelopment must provide an active frontage to Ffordd Amazon.
4	Welsh Government	1.3 ha	Potential to accommodate a Park and Ride service with up to 800 spaces
5	Graceland Investments Roy Thomas	1.3 ha	Potential reuse of existing office space or redevelopment to a minimum of three storeys for B1 use with ancillary retail to provide potential accommodation for media uses to support Swansea Bay Studios; high technology and research and development business to support the development of a Knowledge Economy Cluster that will complement the function of the nearby Bay Campus. <i>This should not include uses that are more appropriate in a city centre location.</i> Consideration given to large footprint "Super Shed" development at this location. Redevelopment must contribute to a strong active frontage to Fabian Way.
6	Graceland Investments	4 ha	Allocated within the NPT LDP (H1/LB/ 3) for 50 residential units. Development must create strong active frontage onto Baldwins Crescent.
7a	Multiple ownerships	9.9 ha	Potential road improvements to the Baldwin's Bridge junction (feasibility study underway). There are a number of existing businesses located within this area which is seen as a longer term redevelopment opportunity
7b	Four Counties		Potential for employment/ R&D uses to a minimum of 3 storeys once the access has been improved as part of the Baldwins Bridge junction project
8	St Modwen/ Swansea University/ ABP	2.7 ha	Priority area for university expansion with potential for academic teaching space and R&D. On the parts of the site not affected by the wind turbine and WWTW buffer there could be potential for student accommodation (within the 4,000 bedrooms on Bay Campus), but this is currently precluded by the C2 flood risk status of the land. Uses must create active frontage of minimum 3 storeys onto spine road and Tidal Lagoon. The north part of this area may be affected by improvements to the Baldwins Bridge Junction.
9	ABP land onto Swansea Bay	11.6ha *	Potential for employment/ R&D uses. Development must create active frontage of minimum 3 storeys onto spine road and Tidal Lagoon. This site is affected by the exclusion zone due to wind turbine and WWTW, and flood risk which preclude sensitive uses such as residential. Potential for employment 'buffer uses' (plots 50m deep) alongside operational docks. Potential for more direct route of Tidal Lagoon access road through this site. * note additional 1.6ha available if eastern end of Queens Dock is infilled
10	Morrissey land	3.0ha *	Potential for employment/ R&D uses. A high quality design with at least three storeys is required to relate to the Fabian Way Corridor and the spine street. *Note 0.2ha of site within wind turbine topple zone
11	Heywood land	3.3ha	This site is affected by the exclusion zone due to wind turbine and WWTW which precludes sensitive uses such as residential on the eastern parts of the site. Potential for higher density residential development including open space on western parts of the site (low rise apartments and town houses (similar to SA1) with a density range of 40dph-50dph—capacity of approx. 60-75 homes) as part of mixed use scheme and employment/ R&D uses and local needs retail on the eastern end. The eastern end includes the protected new route for the Port Tennant Canal.
12	Morrissey land	1.4ha	Potential for employment 'buffer uses' (plots 50m deep) alongside operational docks. Frontage onto spine street and must be compatible with potential residential use opposite. Southern part of site includes protected route of canal.
13	Network Rail		This site is affected by the proximity to the Gower chemicals site and the exclusion zone due to wind turbine and WWTW which precludes sensitive uses such as residential. It is considered that this site has potential for employment/ R&D uses once the access has been improved as part of the Baldwins Bridge Junction Project
14	Multiple		Potential for residential uses (north end) and employment buffer uses (south end) alongside operational docks. Southern part of site includes protected route of canal.
15	Multiple		Potential for residential development of 2-3 storeys with frontages onto Fabian Way and spine street.



A - Swansea University Bay Campus
B - Proposed UWTSD Innovation Quarter

5.4 Place Making

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5.4.1. The urban design principles that underpin the masterplan are based on a place making approach to create a mixed use development that supports sustainable travel. This is a significant step change away from the zoned and landscaped industrial parks that are car dependent.

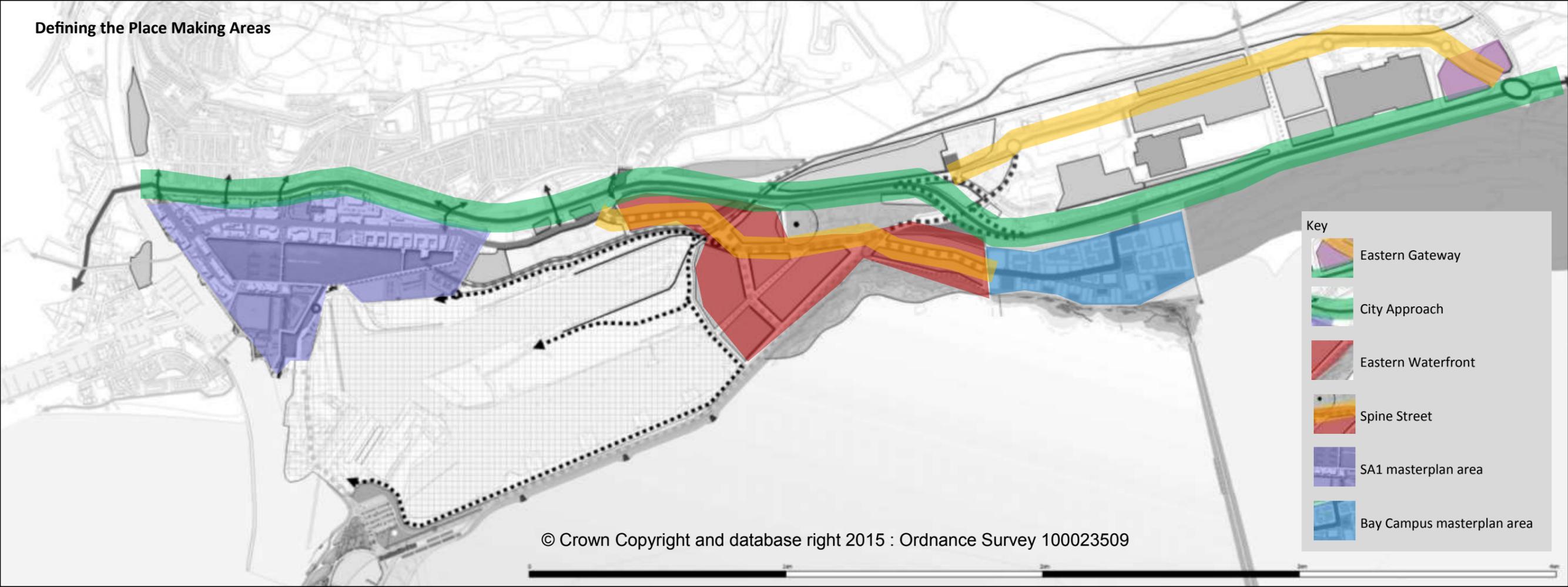
5.4.2. A key requirement will be that all new development in the area must have a street frontage that combines activity and architectural quality. The area should have a contemporary character that draws on its industrial and maritime heritage.

5.4.3. It is imperative that all development in the masterplan area contributes to a place making approach irrespective of land use. This requires definition of the public realm by active frontages, legible entrances and an urban scale. It is in effect a continuation of the masterplans for SA1 and the Bay Campus albeit with potential for larger footprint uses. The following pages set out the urban design guidance for each character area.

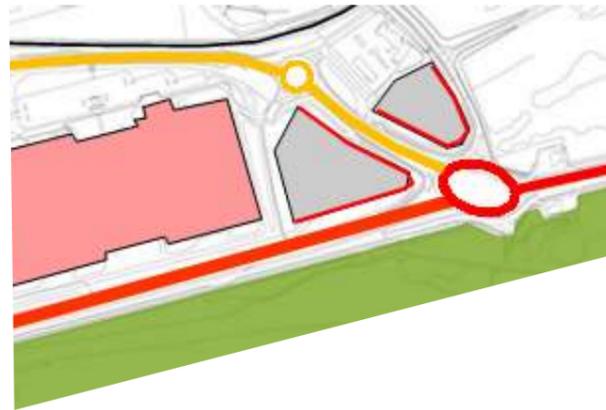
5.4.4. The Masterplan area can be split into four different (but overlapping) areas as shown in the plan opposite:

- Eastern Gateway
- City Approach
- Eastern waterfront
- Spine Streets (inc Ffordd Amazon)

5.4.5. The Bay Campus and UWTSD SA1 areas have their own detailed masterplans including design codes and the Tidal Lagoon has approved public realm and building designs. This masterplan is compatible with these existing proposals and acts to 'fill in the gaps' on the intervening land.



E astern Gateway



5.4.6 This area is effectively the outer gateway to Swansea from the M4 and development must respond positively to this opportunity. New development must be designed to be legible to fast moving traffic as well as slower walking and cycling.

Plot Definition

5.4.7. All developments within the Eastern Gateway area should have active frontages sited to define the street edges and public realm areas. This should help screen/ break down the monolithic side (east) elevation of the Amazon warehouse.

5.4.8. Buildings should incorporate pedestrian entrances off Fabian Way and a high degree of fenestration on the street frontages. Corner buildings should have two public elevations.

5.4.9. Forecourts and secure areas with boundary fencing to public edges are not acceptable forms of development in this gateway area.

5.4.10. Where sites are proposed to be developed on a phased basis possibly by different developers, there should be a coherent building line to provide continuity of frontages/ street edges.



Scale

5.4.11. To help create a sense of approach into Swansea, this gateway area should have a general urban scale of 3-4 storeys.

5.4.12. Tall buildings are not considered acceptable outside the two areas being developed by the Universities. Single storey buildings will not be acceptable.

Sense of Place

5.4.13. The image of this key approach needs to be changed, so further car sales, drive through restaurants and similar buildings are not considered appropriate.

5.4.14. The two plots to the north of the Amazon roundabout are especially important to make a strong architectural statement of quality as a gateway (see for example the Ellipse Building at the SA1 'gateway' junction).

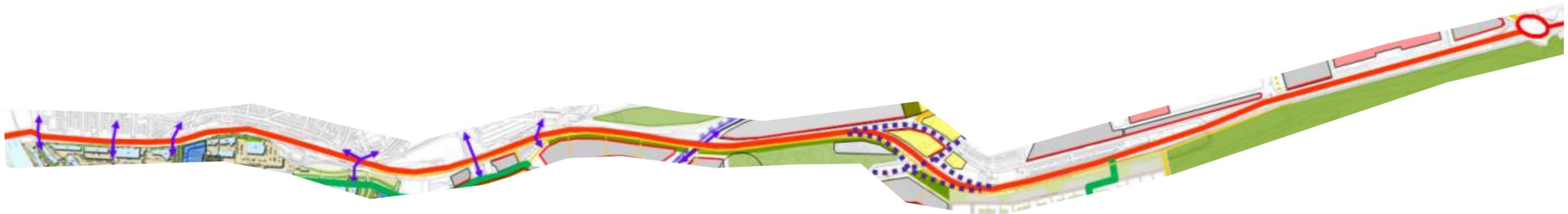
5.4.15. Large scale elevations must be broken down and extensive areas of sheet cladding will not be acceptable.

5.4.16. Large expanses of render are not considered appropriate given the problems with weathering in other developments and the importance of this Corridor.

Public Realm

5.4.17. The development of the land alongside Fabian Way will allow the implementation of an enhanced planted frontage with a pedestrian and cycle route set back from the carriageway.

5.4.18. Future highway works should be guided by a streetscape manual to ensure continuity of street furniture, street lighting and median treatments.



5.4.19 This 4km corridor needs a change in nature from a traffic artery to a place.

Plot Definition

5.4.20. All developments along the City Approach corridor should have active frontages sited to define the edges to Fabian Way and public realm areas. This should include pedestrian entrances off Fabian Way and a high degree of fenestration.

5.4.21. Where secure areas are required, the buildings should be used to define the street edge. If this is not possible then high quality railings may be acceptable over short distances. Palisade security fencing and timber fences will not be acceptable along this corridor.

5.4.22. Where sites are proposed to be developed on a phased basis possibly by different developers, there should be a coherent building line to provide continuity

of frontages/ street edges.

Scale

5.4.23. To help create a sense of approach into Swansea, this City Approach corridor should have a general urban scale of 3-4 storeys.

5.4.24. Tall buildings are not considered acceptable outside the two areas being developed by the Universities. Single storey buildings will not be acceptable.

Sense of Place

5.4.25. This corridor must be defined by architecture of the highest quality.

5.4.26. Large scale elevations must be well articulated, broken down to a human scale with vertical emphasis.

5.4.27. Architectural details should be legible to both fast moving traffic and slower walking and cycling.

5.4.28. Large expanses of render are not considered appropriate given the problems with weathering in other developments and

the importance of this corridor. Brickwork is preferred as this references the industrial history whilst weathering well in the exposed location. Panel cladding and glazing systems are also acceptable provided these are broken down as part of the human scale elevation.

5.4.29. The image of this key approach needs to be changed, so further car sales and similar buildings are not considered appropriate.

Public Realm

5.4.30. The development of the land alongside Fabian Way will allow the implementation of a cycle route set back from the carriageway. Planting should complement but not screen the new buildings.

5.4.31. Future highway works should be guided by a streetscape manual to ensure continuity of street furniture, street lighting and median treatments.

E astern Waterfront

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5.4.32. With the development consent of the SBTL, this will create significant new public realm with waterfront access onto Swansea Bay. There is an opportunity for development to face this new place with active frontages.

Plot Definition

5.4.33. All developments within the Eastern Waterfront area should have active frontages sited to define the public realm areas such as the promenade and spine street. This should include pedestrian entrances off the streets and a high degree of fenestration. Corner buildings should have two public elevations.

5.4.34. Where sites are proposed to be developed in a phased basis possibly by different developers, there should be a coherent building line to provide continuity of frontages/ street edges.

5.4.35. Large format uses can be accommodated in the core of this area away from the spine street frontage and promenade area. Forecourt parking and service areas are not acceptable onto the promenade and public realm areas.



5.4.36. Given the constraints presented by the wind turbine and WWTW, flood risk, and its isolation from community uses, much of this area is not suitable for residential accommodation. However business uses must still provide active frontages and architectural character to the key public realm areas.

Scale

5.4.37. This area should have a general urban scale of 2-4 storeys. Tall buildings are not considered acceptable outside the two areas being developed by the universities. Single storey buildings will not be acceptable fronting onto the promenade area and spine street.

Sense of Place

5.4.38. The waterfront aspect onto the Tidal Lagoon offers a unique opportunity that requires a quality architectural approach.

5.4.39. Large scale elevations must be well articulated broken down and extensive areas of sheet cladding will not be acceptable.

5.4.40. Large expanses of render are not considered appropriate given the exposed maritime location. On the key frontages to the promenade frontage, brickwork is preferred as this references the industrial history whilst weathering well in the exposed location. Panel cladding and glazing systems are also acceptable.

Public Realm

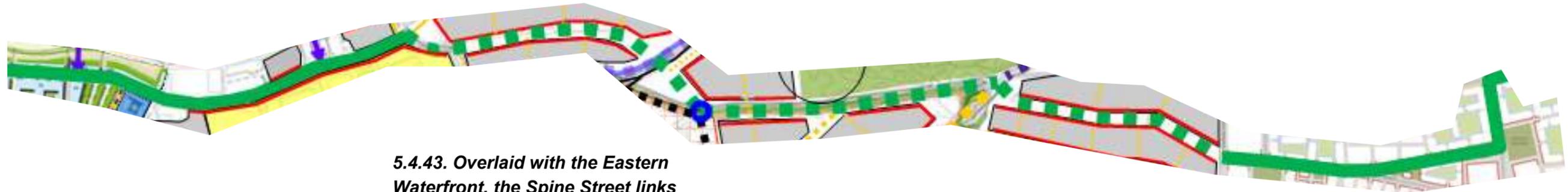
5.4.41. Multiple access points should be provided from public areas such as the spine street to the Salt Marsh and promenade area proposed by the Tidal Lagoon. The design of new streets and public realm should integrate with the materials of the Tidal Lagoon.

5.4.42. Sheltered 'pocket parks' should be provided in safe and accessible locations that are defined by active frontages.



Spine Street

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5.4.43. Overlaid with the Eastern Waterfront, the Spine Street links Swansea City Centre via SA1 to the Bay Campus. This needs coherent and active edges to support sustainable travel modes.



Plot Definition

5.4.44. All developments must create active frontage to the Spine Street. This should include pedestrian entrances and a high degree of fenestration and materials/ designs befitting a public route. Corner buildings should have two public elevations.

5.4.45. Blank elevations and those that engage poorly will not be acceptable fronting the main spine or key public areas.

5.4.46. Where secure areas are required, the buildings should be used to define the street edge. If this is not possible then high quality railings may be acceptable provided they do not make up more than 1/4 of the street frontage to the plot.

5.4.47. Where sites are proposed to be developed on a phased basis possibly by different developers, there should be a coherent building line to provide continuity of frontages/ street edges.



Scale

5.4.48. This area should have a general urban scale of 2-4 storeys.

5.4.49. Tall buildings are not considered acceptable outside the two areas being developed by the universities. Single storey buildings will not be acceptable along the spine street.

Sense of Place

5.4.50. The frontages along the spine street must be broken down to a human scale with architectural interest for walking and cycling.

5.4.51. Large expanses of render are not considered appropriate given the problems with weathering in other maritime developments. On the key frontages to the spine street and the promenade frontage, brickwork is preferred as this references the industrial history whilst weathering well in the exposed location. Panel cladding and glazing systems are also acceptable provided they are broken down.

5.4.52. This area must achieve an environmental enhancement and large expanses of signage is considered unacceptable.

Public Realm

5.4.53. The edges to the Spine Street must be defined by active frontages within 0-3m of the rear of the footway. This allows space for planted frontages. Pocket park spaces will need to be provided within the plots as informal amenity space for residents and workers.

5.4.54. The masterplan envisages the canal route to be 'safeguarded' with a 11m landscape corridor incorporating a 3m shared pedestrian/ cycle route. This width allows the canal to be implemented at a future date should the entire route be secured and funding identified.

5.4.55. Where servicing such as yards, car parking, etc. are required, then these must be located behind the buildings away from the spine street or key public realm areas. Vehicle entrances to these areas should be minimised and kept as narrow as possible. Vehicle accesses should also be combined (for example to serve two sites) to minimise the number of junctions.

5.4.56. The spine street requires continuity of character in terms of materials and planting. It must include street furniture that reflects the status as a walking and cycling route.

5.4.57. These principles can also be applied to Ffordd Amazon in recognition of the link to the Coed Darcy development to encourage sustainable travel and a step change to a place making approach.

6

Implementation and Delivery

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6.1 Material Planning

Consideration

6.1.1. This Framework will form a material consideration in the evaluation of planning applications in the Fabian Way Corridor area. It informs residents, land owners, developers, businesses and the Local Planning Authorities on how planning applications will be considered. The document will be monitored to ensure it is responsive to changing conditions and reviewed as appropriate.

6.1.2. Development will be expected to be carried out in accordance with the development framework set out in this document. The Design and Access Statements that accompany developments in the masterplan area must demonstrate how the proposals accord with the framework.

6.1.3. To ensure that the architecture is of the highest quality, proposals within the masterplan area should be the subject of a Design Review by the Design Commission for Wales to provide expert impartial feedback.

6.1.4. Proposals that do not accord will be resisted as they could for example put the long term regeneration of the Corridor at risk or result in undesirable conflicts with existing land uses / environmental factors.

6.2 Implementation

6.2.1. In addition to the masterplan framework detailed in Chapter 5, developers will be expected to have considered and addressed in their planning applications the issues which apply to the site in question as outlined in Section 3.2 such as:

- Flood Risk
- Ground Conditions
- WWTW and wind turbine impacts
- Air quality and noise impacts
- Consideration of surrounding existing land uses and operations
- Biodiversity
- Traffic impacts

6.2.2. Utilities should be provided in a way that serves the wider development area as a whole and allows for future upgrading/extension to serve future phases/plots.

6.3 Phasing

Tidal Lagoon Construction Period

6.3.1. Much of the spine road upon which the development area is based will be provided by the Tidal Lagoon. The access road will not be available for public use until completion of the Lagoon works (currently envisaged to be 2021). Chapter 5 has shown which sites would appear dependant upon this spine road being completed ahead of their development. Furthermore, potential conflict with Lagoon construction facilities and operations will mean that it is not expected that development in this area will come forward ahead of the Lagoon's completion.

Baldwins Bridge Improvements

6.3.2. Key to unlocking much of the development in the masterplan area is to upgrade the Baldwins Bridge junction.

6.3.3. The Councils intend to carry out a full options appraisal of the junction in 2015/16 to inform the future improvements required. This will require additional consultation with stakeholders, landowners and local communities. The implementation of the preferred option may be subject of a funding application.

6.3.4. The traffic generation of significant proposals in this area will need to be assessed by a Transport Assessment report and this may result in developer contributions being sought for the Baldwins Bridge junction.

6.4 Developer Contributions

6.4.1. Developer contributions will be sought to mitigate the impact of developments.

6.4.2. In particular, contributions will continue to be sought inline with the most up to date Fabian Way TA to address transport impacts and make developments acceptable in terms of accessibility. Sites may also be required to contribute to transport and accessibility improvements related to their development which are not included in the Fabian Way TA (e.g. necessary missing parts of the spine road link; the cycle/canal route).

6.4.3. Other requirements depending upon the nature and context of the planning application may include, but not be limited to:

- Affordable housing
- Biodiversity
- Education
- Outdoor play space
- Public art
- Social benefit clauses

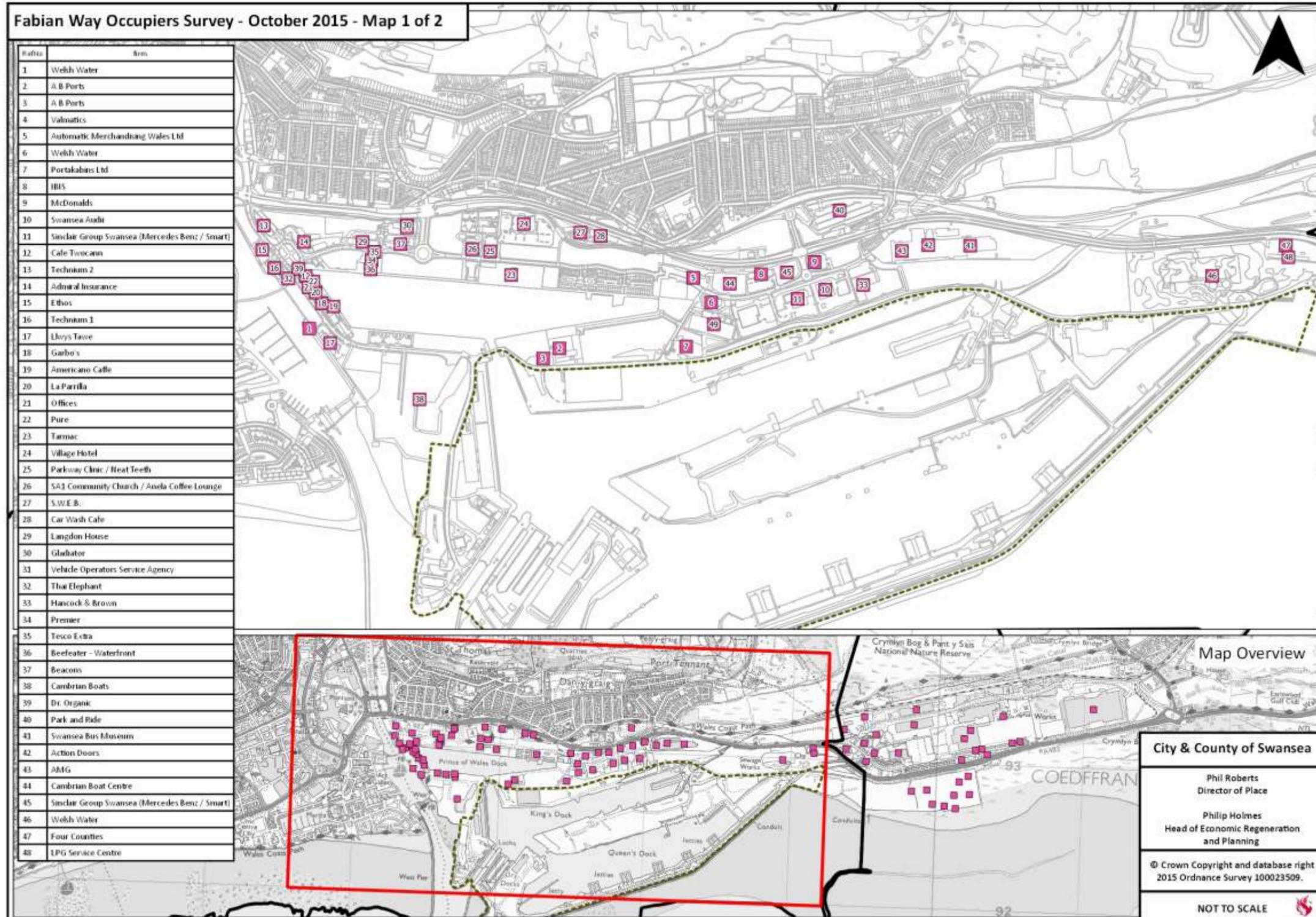
6.4.4 Developers may be asked to provide contributions in several ways. This may be by way of planning obligations in the form of Section 106 agreements, Section 278 Highway Agreements, and longer term (in the City & County of Swansea) the Community Infrastructure Levy.

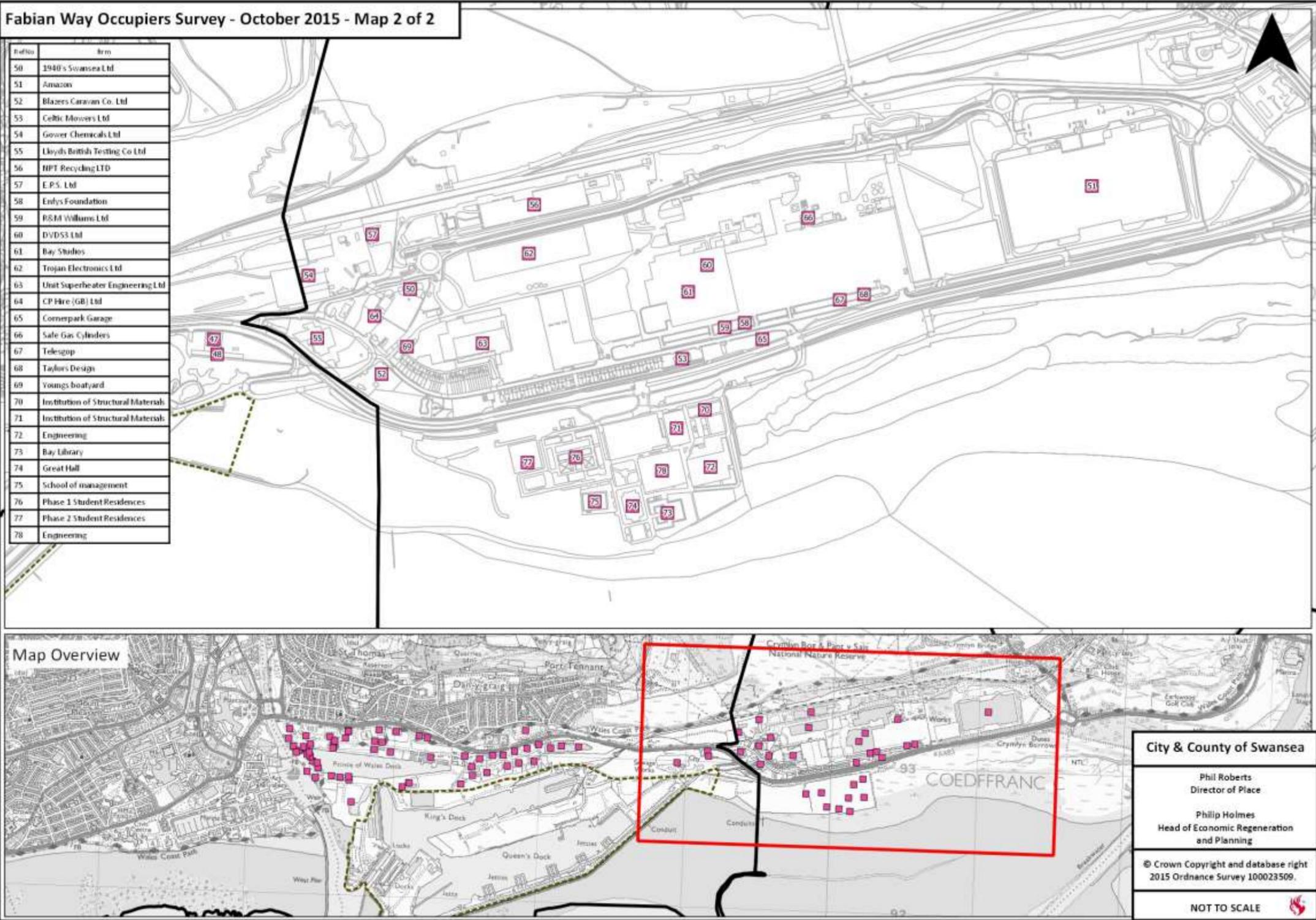
6.4.5. Contributions will be sought having regard to the planning application's impact and site viability.

6.5 Partnership Working

6.5.1. The Framework has evolved following stakeholder engagement including with the land owners, developers, key existing operators (the Universities, ABP and DCWW) and local Councillors, and will benefit from wider public consultation. To achieve the regeneration vision for this area will require the stakeholders and landowners/developers concerned to work in co-operation. This Framework encourages the parties to align their plans and activities with the principles outlined. It will be essential that meaningful and continued communication and engagement is maintained between the Councils and the parties involved.

Appendix A: existing occupiers





Appendix B: Consultation and Engagement

The consultation period runs from the 1st December 2015 to 25th January 2016.

You can view the draft masterplan in full at the following web pages;

www.swansea.gov.uk/fabianwayplan

www.npt.gov.uk/ldp

A number of exhibitions and drop-in sessions have been organised in the area—please contact us for more details of the date and venue.

If you wish to comment, then you can contact us by email or post:

City and County of Swansea

Civic Centre, Oystermouth Road, Swansea, SA1 3SN

Email: ldp@swansea.gov.uk

Neath Port Talbot County Borough Council

The Quays, Brunel Way, Baglan Energy Park, SA11 2GG.

Email: ldp@npt.gov.uk

Once the consultation has closed, the draft masterplan will be reviewed against the comments received.

Please note comments made cannot be treated as confidential.

Appendix C: references

- CIHT (2010). Manual for Streets 2 <http://www.ciht.org.uk/download.cfm/docid/055693F6-8DB0-4BBE-AA9FF1B5BC5E9412>
- City & County of Swansea (2015). Swansea City Centre Strategic Framework Review Consultation Draft. <http://www.swansea-citycentre.com/invest-business/city-centre-strategic-framework/>
- City & County of Swansea (2014). Swansea Local Development Plan Preferred Strategy <http://www.swansea.gov.uk/ldpps>
- DfT (2007). Manual for Streets https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdfmanforstreets.pdf
- Fabian Way Corridor Transport Assessment (2010) and Revision (2014); and Fabian Way Corridor Transport Development Study (2013) <http://www.swansea.gov.uk/article/9441/Fabian-Way-Corridor-transport-assessment>
- Joint Local Transport Plan for South West Wales (2015) <http://www.swansea.gov.uk/localtransportplan>
- Neath Port Talbot Local Development Plan Webpages <http://www.npt.gov.uk/default.aspx?page=4423>
- ORS (2013) Swansea and Neath Port Talbot Strategic Housing Market Assessment (2013) <http://www.swansea.gov.uk/article/5147/LDP-strategic-housing-market-assessments>
- PBA (2012). Swansea and Neath Port Talbot Economic Assessment and Employment Land Provision Study (2012) http://www.swansea.gov.uk/media/1521/Economic-Growth-and-Employment-Land-Assessment-October-2012---Part-1-Report/pdf/Economic_Growth_and_Employment_Land_Assessment_October_2012_-_Part_1_Report.pdf
- WG (2014). Planning Policy Wales Edition 7 2014 <http://gov.wales/topics/planning/policy/ppw/?lang=en>
- Swansea and Port Talbot Docks Website www.swanseadocks.co.uk
- Swansea Bay City Region Economic Regeneration Strategy (ERS) 2013-2030 http://www.swansea.gov.uk/media/7514/Swansea-Bay-City-Region-Economic-Regeneration-Strategy/pdf/Swansea_Bay_City_Region_Economic_Regeneration_Strategy.pdf
- Swansea Bay Tidal Lagoon Website <http://www.tidallagoonswanseabay.com/>
- Swansea University Website. <http://www.swansea.ac.uk/campus-development/baycampus/>
- WG Technical Advice Notes: <http://gov.wales/topics/planning/policy/tans/?skip=1&lang=en>
- TAN 8 : Renewable Energy (2005)
 - TAN 15 Development and Flood Risk (2004)
 - TAN 18: Transport (2007)