SANCTA MARIA HOSPITAL
For Healthcare Management Trust
SA1, SWANSEA WATERFRONT
CONTENTS

1.0 INTRODUCTION .................................................................................................................. 3
  1.1 EXISTING HOSPITAL FACILITY .................................................................................... 4
  1.2 SITE OVERVIEW ............................................................................................................. 4
  1.3 PLANNING POLICY OVERVIEW .................................................................................. 5

2.0 PLANNING HISTORY ........................................................................................................ 6

3.0 PLANNING POLICY ........................................................................................................ 6
  3.1 PLANNING POLICY WALES .......................................................................................... 7
  3.2 TECHNICAL ADVICE NOTES ....................................................................................... 8
  3.3 UNITARY DEVELOPMENT FRAMEWORK .................................................................... 9
  3.4 SUPPLEMENTARY PLANNING GUIDANCE ................................................................. 12

4.0 EXISTING SITE AND SURROUNDING AREA ............................................................... 13
  4.1 SITE LOCATION ............................................................................................................ 13
  4.2 SITE DESCRIPTION ..................................................................................................... 13
  4.3 CONSULTATION .......................................................................................................... 15
  4.4 ANALYSIS ................................................................................................................... 15
  4.5 SA1 DESIGN CODE .................................................................................................... 15

5.0 PROPOSED DESIGN .................................................................................................... 17
  5.1 CHARACTER: AMOUNT OF DEVELOPMENT ......................................................... 17
  5.2 CHARACTER: LAYOUT ............................................................................................... 17
  5.3 CHARACTER: SCALE ................................................................................................. 17
  5.4 CHARACTER: APPEARANCE ..................................................................................... 17
  5.5 ENVIRONMENTAL SUSTAINABILITY ....................................................................... 18
  5.6 CHARACTER: LANDSCAPING .................................................................................... 19

6.0 ACCESS .......................................................................................................................... 19
1.0 INTRODUCTION

This design and access statement is provided in support of the planning application for the Sancta Maria Hospital and associated landscaping development at the Plots A15 and A16, Land east of Fabian Way Link, SA1, Swansea Waterfront, Swansea.

The Healthcare Management Trust currently operate their private hospital in the Uplands area of central Swansea (SA1) but now need to relocate to a purpose-built facility to maintain and build on their quality of care record. The Sancta Maria hospital strives to find new ways to improve standards of healthcare in a restful, welcoming environment. By relocating to SA1 Waterfront the Healthcare Management Trust believe they will continue to provide excellence in clinical procedures for the 21st Century for a wider catchment area.

The site is located within the North Quay area of the SA1 Swansea Waterfront Masterplan (which totals an area of 9.3 hectares). The development of SA1 will provide a new home for University of Wales Trinity St David (UWTSD) as well an opportunity for high profile occupiers such as Sancta Maria Hospital. The proposed hospital will total approximately 3,900 sqm on a plot of 0.85 hectares (2.1 acres).

The accommodation provides primary healthcare facilities including:

- Inpatient, Outpatients, Day Case, Radiology, MRI, and support areas for:
  - Cardiology
  - General surgery
  - Ophthalmology
  - Orthopaedics

- Urology
- Gastroenterology
- Cosmetic surgery
- Gynaecology

The new hospital will treat approximately 3,000 patients per annum with an average length of stay of 1.5 days.

The proposal seeks to provide an appropriate gateway building to the SA1 Waterfront whilst delivering a functional and efficient healthcare facility.

Potential future expansion has been identified providing sustainable growth and development of the site encouraging an economically and environmentally viable future for the site.

The design and access statement incorporates two sections outlining the proposal:

- Site and Surrounding Context
- Design Strategy and Access

And includes:

- The design principle and concepts have been applied to the development – i.e. relating to the amount, layout, scale, landscaping and appearance of the development, and how the design of the development takes into account its context.

- How issues relating to access to the development have been dealt with covering the following topics:
  - Policy adopted and how relevant development plan policies.
  - Consultation
  - Issues affecting access.
  - Access from existing transport network.
1.1 EXISTING HOSPITAL FACILITY

The existing Sancta Maria Hospital building is not fit for purpose in the long term and significantly inhibits growth, preventing revenue development. This can be attributed to the following factors:

- The size, topography and location of the current site mean that development of a modern hospital on the site is not an option.
- The condition and constraints of the current building mean that it has a finite life as an operational unit necessitating the transfer of the hospital to an alternative facility in the short term in order to avoid the closure of the hospital.
- The quality of the patient bed rooms and lack of en-suites.
- Limited parking capacity for patients, consultant users and staff.
- Restricted out-patient consulting, diagnostic and treatment capacity. The hospital has poor facilities for x-ray and ultrasound and no onsite MRI/CT. Most similar private hospitals would expect 30/40% of revenue to be generated by out-patient diagnostics, an uplift of approximately 100% on SMH revenues.
- The current site only has a single main operating theatre which constrains capacity at peak consultant availability periods.
- Absence of appropriate restricted mobility access to the hospital.
- Poor operational functionality as a result of a compromised physical hospital layout.

1.2 SITE OVERVIEW

**SA1 Swansea Waterfront**

Occupying 23 acres on the Waterfront of Swansea City Centre, SA1 Swansea Waterfront provides an exceptional opportunity for mixed-use development.

Within an established environment of 202,500 sq m of built and occupied space, SA1 Swansea Waterfront has the capacity to develop a further 15 acres with the potential to provide up to 135,000 sq m of new buildings. The master-planned scheme has planning approval, with the first phase starting late 2016 to deliver a new home for UWTSD.

Developed on part of the former Swansea Docks, the land has already been pivotal to the region’s prosperity. Formerly playing its part in exporting 60% of the world’s copper, the land now provides prosperity for a new generation with an urban landscape and development opportunities to inspire.

SA1 Swansea Waterfront is a gateway site to the city and the SA1 area is recognised as Swansea’s most prestigious business address. Already home to a series of high profile occupiers, SA1 also boasts some of Swansea’s most popular bars, restaurants and cafes, creating a cosmopolitan Waterfront environment.
Plot A15 and A16

The site for Sancta Maria Hospital development which measures approximately 0.85 hectares (2.1 acres approximately) is located within the North Quay, which is situated between Fabian Way and Langdon Road, both streets being parallel to the Prince of Wales Dock. It is located on the east side of the main gateway into the SA1 Swansea Waterfront.

The site is bounded by Fabian Way (A483) to the north; residential developments to the north-east (Mariners Court and Llys Hafen); the Parkway Private Dental Practice and the Waterfront Community Church to the south-east; vacant development sites to the south and Fabian Way Link road to the west.

Beyond Fabian Way to the north is the St Thomas Residential area and west of the Fabian Way Link the Beacon Centre for Health and the Driver and Vehicle Standards Agency (Ellipse Building)
Refer to Figure 1 and Figure 2.

1.3 PLANNING POLICY OVERVIEW

For the purposes of preparing this statement planning policy guidance has been considered. Some of these comprise the formal development strategy, others are supplementary but nevertheless they are material to formulation of the scheme proposal.

The national planning policy context comprises:
Planning Policy Wales (PPW – Edition 9 (Nov. 2016),
Technical Advice Note 12 – Design,
Technical Advice Note 23 – Economic Development

Local Planning Policy Guidance:

Wales Spatial Plan (WSP)
Swansea Unitary Development Plan (UDP): Creating a Quality Environment Policies; Developing the Economy Policies; Providing Homes and Community Facilities and Improving Accessibility Policies.
Swansea Adopted Supplementary Planning Guidance (SPG):

Much of planning policy context at a local level is considered in greater detail throughout the design and access statement and will be highlighted where relevant.
2.0 PLANNING HISTORY

SA1 Waterfront

Outline planning permission was granted in August 2003 for a mixed-use development of SA1 Swansea Waterfront, comprising employment (Use Class B1, B2 residential (C3), retail (A1), commercial leisure (D2), food and drink (A3), hotel (C1), educational (D1/C3) uses, car parking and associated infrastructure. Capacity was also provided for residential institutions such as a hospital (C2) within the floorspace attributed.

The general land use principles within SA1 have therefore been established. Section 73 application reference 2008/0996 sought permission to vary conditions 1, 2, 3, 5, 7, 14, 16, 20, 21, and 27 of outline planning permission 2002/1000.

The application was made principally to allow changes to the timing of the programme of phasing, for a review of the approved Land Use Masterplan and the Design and Development Framework to take place at appropriate intervals and also to allow for a revision to be made to the total development capacities for SA1 and for the capacity levels to be set by an addendum Environmental Statement.

More recently, a further Section 73 application has been approved (ref: 2015/1584) to further amend the SA1 permission to incorporate the aspirations of the UWTSD and in particular, to deliver the ‘Swansea Waterfront Innovation Quarter’. The application was submitted to vary the conditions to 2002/1000 / 2008/0996 specifically relating to the site Masterplan and development capacities in as far as it relates to UWTSD owned plots.

Plot A15 and A16

2002/1000 Mixed use development comprising employment (Use Class B1, B2 residential (C3), retail (A1), commercial leisure (D2), food and drink (A3), hotel (C1), and educational (D1/C3) uses, car parking, associated infrastructure (including new highway access and pedestrian overbridge), hard and soft landscaping Planning permission 19 August, 2003 subject to the completion of a Section 106 Agreement

2004/1022 Erection of 3 storey hospital building with undercroft and surface car parking and associated landscaping and infrastructure circa 4,700 sq m floorspace and 61 car parking spaces) by the Welsh Government/Sancta Maria which was approved back in 2004 but was left unimplemented and subsequently lapsed. The presumption for such a development has therefore been previously established. Planning Permission Sept. 2004

2008/0996 Variation of Conditions 1 (review of phasing programme), 2 (land use masterplan), 3 (review of urban design framework), 5 (development capacity), 7 (scale, nature, distribution and design of Class A3 and commercial leisure uses), 14 (air quality), 16 (noise and vibration), 20 (waste management and recycling), 21 (ecology and wildlife) and 27 (archaeology) of outline planning permission 2002/1000 granted on 19th August 2003 Planning Permission11 Oct. 2010

2015/1584 Application under Section 73 to vary the Outline Permission for the SA1 Waterfront Development to facilitate the implementation of the revised masterplan proposals for the ‘Swansea Waterfront Innovation Quarter’ - principally varying Conditions 1 (review of phasing programme), 2 (land use masterplan), 3 (review of urban design framework), 5 (development capacity), 7 (scale, nature, distribution and design of Class A3 and commercial leisure uses), and other conditions to the Section 73 application 2008/0996 (granted 11 October, 2010) which previously varied the original outline planning permission 2002/1000 (granted 19 August 2003)

2016/1574 Creation of temporary surface car park and associated access and engineering works for a period of 5 years Temporary planning permission for 5 years Nov. 2016

The 2004 planning permission sets a strong case to consider the resubmission of a comparable application but would need to be considered in the context of the Masterplan given the quantum of healthcare facilities already built out. However, if it would be acceptable for Healthcare use to be reallocated within the Masterplan. This provided for residential institutions such as a hospital (C2) within the floorspace attributed.

Would enable the Sancta Maria Hospital development to be delivered on plots A15/A16 by aligning the proposals with Condition 2 of planning application 2015/1584 (Section 73) which gives direction on permitted development capacities.

There is a strong precedence for such development given that approval was also given for the development of a 6 storey care centre (Class C2) with ground floor retail (Class A1) and food and drink (Class A3) units, car parking and associated works on plot A11c during 2012 (2012/1280).

Plots A15/A16 are allocated in both approved SA1 Masterplans for office use (Class B1). An amendment to the agreed Masterplan is proposed to accommodate the change in land use designation to Class C2. We understand that this change will be issued to the Council by UWTSD as a review of the Masterplan as outlined in the wording of Condition 2 of Application 2015/1584 (Section 73) whereby it notes that the Masterplan shall be reviewed, submitted to and approved in writing by the Local Planning Authority every 2 years.

Condition 2 of the UWTSD Section 73 application provides sufficient latitude to allow departures from the approved Masterplan. Such occurrences will be considered on their own merits having specific regard to the provisions of the adopted City & County of Swansea Unitary Development Plan Policy EC2 and relevant related policy. This flexible approach is reflected in the fact that Plot A1 was recently approved by the case planning officer for student accommodation when it is designated for office use. Furthermore, one of the sites set aside for healthcare in the Masterplan is currently subject to a pre application enquiry residential use and if this proposal was approved then the capacity allocated for this site could effectively be transferred.

3.0 PLANNING POLICY

The proposal has been formulated in light of planning policy and guidance ranging from a national to local level and is explained below in greater detail.

At a local level planning policy is delivered through the following documents:

- National Planning Guidance
- Swansea Unitary Development Plan
- Technical Advice Notes
- Adopted Supplementary Planning Guidance
- Additional Planning Document and Strategies (where appropriate)
3.1 PLANNING POLICY WALES

Planning Policy Wales (PPW – Edition 9 (Nov. 2016)) sets out the land use planning policies of the Welsh Government. It translates the Welsh Government’s commitment to sustainable development into the planning system so that it can play an appropriate role in moving towards sustainability. PPW is supplemented by a series of Technical Advice Notes (TANs).

Technical Advice Note 12 – Design,
Technical Advice Note 23 – Economic Development are of relevance.

PPW, the TANS, circulars and policy clarification letters comprise national planning policy which are taken into account by Local Planning Authorities in the preparation of development plans.

The following national planning policy statements within PPW should inform local policy and, therefore, are relevant within the context of the proposals (response to the policy statements are generally covered in sections 3.2 - 3.4 and other supporting documents):

Section 4 - Planning for Sustainability

Topic-based policies

The national planning policy statements to be considered for inclusion in topic-based policies can be found in the following paragraphs:

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Policy Issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.11.2-4.11.16</td>
<td>Design considerations</td>
</tr>
</tbody>
</table>

National development management policies

The following paragraphs contain statements of national development management policy which should not be repeated as local policy in LDPs:

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Policy Issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.9.1</td>
<td>Preference for use of previously developed (or brownfield) land</td>
</tr>
<tr>
<td>4.11.2, 4.11.5, 4.11.7, 4.11.8, 4.11.9, 4.11.15</td>
<td>Sustainability through good design, including the efficient use of resources and land, mixed use development, environmental quality, visual appearance and landscape</td>
</tr>
<tr>
<td>4.11.6</td>
<td>Tackling causes and impacts of climate change through design</td>
</tr>
<tr>
<td>4.11.11</td>
<td>Accessibility for all</td>
</tr>
<tr>
<td>4.11.10</td>
<td>Scale, siting and appropriate building materials in areas recognised for their landscape, townscape or historic value</td>
</tr>
<tr>
<td>4.11.12</td>
<td>Designing out crime</td>
</tr>
<tr>
<td>4.11.13</td>
<td>Early consultation on design matters</td>
</tr>
<tr>
<td>4.12.6</td>
<td>Climate responsive development</td>
</tr>
</tbody>
</table>

Section 7 - Economic Development

Locational considerations

Sustainability principles should underlie decisions about the location of new development for enterprise and employment uses.

The national policy statements which should inform the development of these policies can be found in the following paragraphs:

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Policy Issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.1.3, 7.1.5</td>
<td>Delivering regeneration</td>
</tr>
<tr>
<td>7.1.4, 7.1.5</td>
<td>Employment sites</td>
</tr>
<tr>
<td>7.4.1, 7.4.2</td>
<td>Low carbon, innovation and technology clusters</td>
</tr>
</tbody>
</table>

Topic-based policies

The national planning policy statements to be considered for inclusion in the topic based policies can be found in the following paragraphs:

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Policy Issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.1.3</td>
<td>Economic development proposals utilising underused, vacant and previously developed land</td>
</tr>
<tr>
<td>7.4.1</td>
<td>Low carbon economy</td>
</tr>
<tr>
<td>7.4.2</td>
<td>Innovation and technology clusters</td>
</tr>
</tbody>
</table>

Section 8 – Transport

Topic-based policies

The national planning policy statements to be considered for inclusion in topic-based policies can be found in the following paragraphs:

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Policy Issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.2.2, 8.6.2</td>
<td>Measures to assist pedestrians</td>
</tr>
<tr>
<td>8.2.3, 8.6.2</td>
<td>Measures to assist cyclists</td>
</tr>
<tr>
<td>8.4.3, 8.4.5</td>
<td>Parking standards</td>
</tr>
<tr>
<td>8.6.2</td>
<td>Accessibility of new development by non-car modes</td>
</tr>
</tbody>
</table>

National Development Management Policies

The following paragraphs contain statements of national development management policy which should not be repeated as local policy in LDPs:

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Policy Issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.2.3</td>
<td>Encouraging cycling</td>
</tr>
<tr>
<td>8.3.1</td>
<td>Promoting public transport</td>
</tr>
<tr>
<td>8.4.5</td>
<td>Car parks to meet strategic aims</td>
</tr>
</tbody>
</table>
8.5.7 Transport infrastructure impacts

8.7.2 Transport Assessments and Travel Plans

8.7.3 Access to developments

Section 12 - Infrastructure and Services

National development management policies

The following paragraphs contain statements of national development management policy which should not need to be repeated as local policy in LDPs:

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Policy Issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>12.3.1, 12.4.1</td>
<td>Water supply and sewerage</td>
</tr>
<tr>
<td>12.4.2, 12.4.3</td>
<td>Support for all forms of renewable and low carbon energy development where impacts are avoided and where possible minimised</td>
</tr>
<tr>
<td>12.8.6-12.8.11</td>
<td>Environmental, social and economic benefits</td>
</tr>
<tr>
<td>12.10.1</td>
<td>Impacts of climate change</td>
</tr>
</tbody>
</table>

Section 13 - Minimising and Managing Environmental Risks and Pollution

National development management policies

The following paragraphs contain statements of national development management policy which do not need to be repeated as local policy in development plans:

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Policy Issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>13.2.1</td>
<td>Flood risk</td>
</tr>
<tr>
<td>13.2.4</td>
<td>Development proposals should seek to reduce flood risk</td>
</tr>
<tr>
<td>13.4.2</td>
<td>Surface water run-off</td>
</tr>
</tbody>
</table>

3.2 TECHNICAL ADVICE NOTES

Technical Advice Note 12
Design July 2014

Access

Accessibility - ease of access for all into the development and to all elements within the site including Inclusive design; Public Realm and Safety.

Character

- Sustaining or enhancing local character
- Promoting legible development
- Promoting a successful relationship between public and private space
- Promoting quality, choice and variety

Appearance

Exterior design, including materials. The aspects of a building or place within the development which determine the visual impression of the building or place makes, including external built form of the development, its architecture, materials, decoration, lighting, colour and texture including Inclusive design; Public Realm; Urban Regeneration; Public Buildings; Employment and Commercial areas, Safety

Community Safety

- Ensuring attractive, safe public spaces
- Security through natural surveillance
Including Safety; Urban Regeneration; Employment and Commercial areas.

Environmental Sustainability

- Achieving efficient use and protection of natural resources
- Enhancing biodiversity
- Designing for change
Including Climate Responsive development; Public Realm; Urban Regeneration; Employment and Commercial Areas; Sustainable Design; Public Buildings

Movement

- Promoting sustainable means of travel including Transport; Urban Regeneration, Inclusive Design; Employment and Commercial Areas

2.6

- Design takes into account the context of site, which is bounded by roads on three sides. Development of the employment site as defined within the Unitary Development Plan (UDP) aids in creating a sustainable workplace environment.

3.2

- Developing the site with agreed design objectives and appreciation of the site context to ensure good design.

3.4

- Consultations have been undertaken with clinical staff and consultants to achieve the optimum building layout for intended use.

4.15 – 4.19

- Site strategy incorporates potential for future expansion without compromising the original design intent. Internal strategy permits future change and adaptability for the changing needs of the hospital ensuring fitness for purpose.

5.3

- All design will comply with Building Regulations Part M (and best practice where possible) at both building and site level. Facilitating inclusion by design offering six disabled parking bays in close proximity to the hospital.
proximity to the entrance. Building and site design minimises movement aiding those with impairment. Combined with good transport connections this fosters inclusive design creating ease of both access and usage.

5.12
- Consideration of environmental standards, low carbon aspirations, minimising the need for artificially cooled buildings and renewable energy options in order to create high quality design for the employment and commercial area.
- Recognising the functionality of the proposed development to ensure design contributes to the economic success of the occupier.

Technical Advice Note 23
Economic Development February 2014

Objectives

1.1.2
- Development of brownfield site to economically viable alternative providing sustained economic development. Site has been strategically planned for additional phased development.

1.1.3
- Scheme occupies the private healthcare market sector and TCPA Use Class Order C2: Residential Institutions.

1.2.6
- The UDP indicates that the development of SA1 Waterfront Park is designated as a mixed use site.

1.3.1
- Where the England and Wales national average for residents ages 16 to 64 'limited a lot' by a health problem is 6% from the table below it is evident that out of top 10 coastal communities listed in both categories by the Office of National Statistics 2011 Census: Costal Communities healthcare is of primary concern for Wales.

<table>
<thead>
<tr>
<th>Medium/Large (Population &gt;20,000)</th>
<th>Small Population (1,000 – 20,000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neath</td>
<td>13%</td>
</tr>
<tr>
<td>Port Talbot</td>
<td>11%</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- The proposed hospital will treat approximately 3000 patients per annum potentially creating a significant impact within the local populace’s healthcare concerns.

2.1.9
- Data from the Regional Labour Market Report, October 2014 (Office of National Statistics) highlights that the lowest employment rate (68.8%) and inactivity rate (23.3%) was Wales.
- Business Register and Employment Survey (BRES) employment analysis 2012 (Office of National Statistics) highlights the health industry as the largest industry employers currently facilitating 17.2% within Swansea and 15.5% within Wales the highest.

- Approximately 175 staff will be employed by the hospital. Combined with the potential for future site expansion the proposal offers a significant regional employability factor for the area.

3.3 UNITARY DEVELOPMENT FRAMEWORK

Swansea Unitary Development Plan
The following UDP Policies are relevant to the proposed development:
- Creating a Quality Environment Policies EV1, EV2, EV3, EV4, EV33, EV34, EV35, EV36, EV38 & EV40.
- Developing the Economy Policies EC1 & EC2.
- Providing Homes and Community Facilities HC1, HC11 & HC17, and Improving Accessibility Policies AS1, AS2, AS5 & AS6.

The following outlines the appropriate policy and the response within the design accordingly.

The site is designated by the Swansea Unitary Development Plan (UDP) as Mixed Use.

Policy EV1
(i) Appropriate to local context in terms of scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density
- Scale: The proposal takes into consideration the development criteria within the SA1 masterplan.
- Massing and Form: Relates to the shape of the site and the massing is informed by the development criteria and the height limitations.
- The north and west elevations have been identified as key elevations as the site is on the corner of the gateway into the SA1 waterfront development area. The elevational strategy aims to break up the massing of the building utilising vertical elements and change in materials and massing creating an appropriate human scale to the proposal.
- Building borders site utilising views out and enhancing the patient and staff environment. Key staff and patient area within the building have access to views out.

(ii) Integrate effectively with adjacent spaces and the public realm to create good quality townscape. New development shall accord with the objectives of good design.
- Incorporate a good standard of landscape design.
- The landscape design will be an inclusive design that supports the development and enhances the surrounding area.

(iv) Foster 'inclusive design' by ensuring the development allows access for the widest range of people possible.

- Inclusive design is inherent in hospital developments
- Building typology by its nature is designed to be ambulant friendly. This is to be extended to exterior spaces.
- All design to be Building Regulations Part M compliant.
- Facilities for alternative transport methods such as cyclist facilities and storage to be provided where possible.

(vii) Support an integrated transport system.

- Site located on one of the main approach roads to the centre of Swansea A483 (Fabian Way)
- Public transport routes have bus stops outside the site on Fabian Way.
- 99 parking spaces and 6 disabled parking spaces provided on site.
- Existing pedestrian routes serve the site on all sides.

(ix) Promote resource efficient and adaptable building and layouts using sustainable design and construction techniques, including the re-use and recycling of construction and demolition waste on site, and energy and water efficiency measures.

- Site requirement for BREEAM very good rating. The proposed building is designed sustainably using building orientation, natural ventilation and renewable energy.
- Layout facilitates flexible layout within hospital operation encouraging long term adaptation strategy.
- Site layout contains provision for planned future expansion without adversely affecting surrounding context.

Siting and Location
Policy EV2

The siting of the new development should give preference to the use of previously developed land over greenfield sites

(i - xv) New development must have regard to the physical character and topography of the site and its surroundings.

The following points refer collectively to Policy EV2 i-xv.

- Site utilises brownfield site.
- No buildings present on site or within wider context.
- Maintaining existing ecological features bordering the site throughout construction.
- Accessibility into site and views out to surrounding landscape.
- Development will comply with issues regarding environmental pollution, hazardous installations, contamination and land instability.

Accessibility
Policy EV3

Proposals for new development and alterations to and changes of use of existing buildings to:

(i) Provide access and facilities for all.
- Building typology by its nature is ambulant friendly. This extends to exterior spaces.
- All design to be Building Regulations Part M compliant.

(ii) Provide satisfactory parking in accordance with Council adopted design standards.

(iii) Contribute to a high quality public realm by improving pedestrian linkages with adjoining spaces and attractions.

(iv) Be accessible to pedestrian, cyclists and users of public transport.

- Accessible via existing road network and pedestrian footpaths.
- The site is well served by existing public transport routes where possible.

- 99 parking spaces and 6 disabled parking spaces proposed on site.

Public Realm
Policy EV4 Where development and ancillary features impact on the public realm designs should ensure that schemes:

(i) Integrate with areas to produce spaces and sequences that result in quality townscape and building frontages that actively engage with the public,

(ii) Are of human scale and provide effective surveillance resulting is spaces that are “people friendly” in terms of perceived and actual safety levels and,

(iii) Provide attractive detail through the use of high-quality, durable materials

Protection of Controlled Waters
Policy EV34

Development proposals that may impact upon the water environment will only be permitted where it can be demonstrated that they would not pose a significant risk to the quality and or quantity of controlled waters.

Surface Water Run-Off
Policy EV35

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

(i) Additional surface water run off leading to a significant risk of flooding on site or an increase in flood risk elsewhere and/or

(ii) A reduction in the quality of surface water run-off, will only be permitted where it can be demonstrated that appropriate alleviating measures can be implemented.

- Please refer to submitted planning drawings for further details of drainage, SUDs and waste provision.
- Sustainable Drainage Systems (SuDS) is proposed in line with BREEAM criteria and requirements to mitigate potential adverse effects from surface water run-off.
- The SA1 FCA indicates that surface water run-off can discharge directly to either the Prince of Wales Dock (POWD) or the River Tawe without attenuation

Development and Flood Risk
Policy EV36

NRW have advised that the site is located partly within zone B, as defined by the development advice maps referred to under TAN 15 Development and Flood Risk (July 2004). The flood risk to
the site is from tidal inundation and the latest still water tide levels (2008) give a 0.5% (1:200 year) level of 6.2m AOD and a 0.1% (1:1000 year) level of 6.4m AOD. NRW recommended lifetime of development for all proposals other than residential development is to use a 75 year lifetime when assessing climate change which would add approximately 0.73m to the tide level figures. The proposed ground floor level will be 11.35m AOD and the undercroft parking 8.5m AOD, which are above the flood risk levels for SA1 and it is not considered that the proposal would result in conflict with the provisions of UDP Policy EV36, which relates to development and flood risk.

Contaminated Land
Policy EV38
Development proposals on land where there is a risk form contamination or landfill gas will not be permitted unless it can be demonstrated to the satisfaction of the Council, that measures can be taken to a satisfactorily overcome any danger to life, health, property, controlled waters, or the natural and historic environment.

Air, Noise and Light Pollution
Policy EV40
Development proposals will not be permitted that would cause or result in significant harm to health, local amenity, natural heritage, the historic environment or landscape character because of significant levels of air, noise or light pollution.

General Employment Sites
Policy EC1
Employment land is allocated at the following locations to meet the growth needs of the local economy:
Strategic Mixed Use Sites – SA1 18 hectares
- SA1 satisfies the allocation as a strategic employment site or regional significance and classed as a major component of Swansea’s regeneration aspirations. Approximately 175 staff will be employed on site on a proposed long term basis.
- This further diversifies Swansea’ employment opportunities and seeks to compliment the vision of the Wales Spatial Strategy.

Policy EC2
A major redevelopment area is identified at SA1 Swansea Waterfront for mixed employment and residential development together with supporting leisure, tourism, community uses and ancillary services.

The development of the site should:
Be comprehensive
Integrate with the Maritime Quarter
Complement and not compete with the City Centre
Be of a high standard of design
Embrace the principles of sustainable development
Provide high quality employment opportunities
Increase the range of housing choice
Make appropriate provision for a network of pedestrian and cycle routes
Safeguard the potential canal route corridor.

Housing Sites
Policy HC1
Housing sites for 10+ dwellings specifically allocated for development in the plan

Higher Education Campus Development
Policy HC11
Higher education campus development will be permitted
- Location is suitable for the proposed use.

Planning Obligations
Policy HC17
In considering proposals for development the Council will, where appropriate, enter into negotiations with developers to deliver planning obligations under Section 106 of the Town and Country Planning Act 1990. The Council will expect developers to make fair and reasonable contributions
- Location is suitable for the proposed use.

New Development Proposals
Policy AS1
New development associated with housing, employment, shopping, leisure and service provision should be located in areas that are currently highly accessible by a range of transport modes, in particular public transport, walking and cycling, or in areas where a good level of such provision can realistically be achieved.
- Development provides employment and service provisions and is highly accessible adjacent to A483. Employment use provided in line with Unified Development Plan (UDP) Employment Site EC(1) designation.
- Entrance and provisions for service vehicles.

Design and Layout
Policy AS2
New developments should be designed to promote sustainable travel choices
- Vehicle approach site via loop road system serving the existing development (Lamberts Road).
- Access from Fabian Way via Fabian Way Link and Langdon Road
- Use of drop-off facility is encouraged and easily accessible at site entrance.
- Separation of public and vehicular routes where possible.

Walking and Cycling
Policy AS5
Development proposals will be required to consider access requirements for pedestrian and cyclists and.
Where necessary, provide appropriate facilities and/ or infrastructure to encourage their use.
- Cycling is generally encouraged on the SA1 Waterfront site. Cyclist storage and accompanying facilities will be implemented.

Parking
Policy AS6
Parking provision to serve development will be assessed against adopted parking standards to ensure that proposed schemes provide appropriate levels of parking for private cars and service vehicles.
- 93 parking spaces and 6 disabled parking spaces and implementation of cycle facilities.
3.4 SUPPLEMENTARY PLANNING GUIDANCE


The outline planning permission under Ref:2002/1000 for the mixed use development at SA1 Swansea Waterfront established the principles of the development through the Development Framework and Land Use Masterplan.

A significant proportion of the SA1 Swansea Waterfront infrastructures together with a significant number of buildings have been completed in accordance with the original outline planning permission.

The permission was varied under ref:2008/0996 which essentially sought to allow changes for the timing of the programme of phasing, for a review of the approved Land Use Masterplan and the Design and Development Framework to take place at appropriate intervals and also to allow for a revision to be made to the total development capacities for SA1 and for the capacity levels to be set by an addendum Environmental Statement. Condition 2 of the Sec 73 permission indicates that the development shall accord with the SA1 Swansea Waterfront Masterplan presented as Figure A2.1 within the Addendum Environmental Statement (April, 2010) and that any departures from the Masterplan will be considered on its merits having specific regard to the provisions of UDP EC2 and other related policy.

UDP Policy EC2 provides further support for the principle of a major redevelopment area at SA1 for a mixed employment and residential development together with supporting leisure, tourism, community uses and ancillary services.

Within the SA1 Swansea Waterfront Masterplan, the land use for Plots A15 & 16 are allocated for office use with an indicative storey height of between 3 to 4 stories. The Masterplan indicates an indicative perimeter block layout with a vehicular access from Lamberts Road via Langdon Road.

However, planning permission has previously been granted on Plot A16 in Sept. 2004 for the erection of a 3 storey hospital building with undercroft and surface car parking and associated landscaping and infrastructure (ref:2004/1022). Additionally, the Beacon Health Centre on Plot A13 was also granted permission contrary to the masterplan and, therefore, creates an additional precedent.

This proposal amounts to a departure from the approved land use SA1 Masterplan, but Condition 2 of the revised outline consent indicates all departures from the approved Masterplan will be considered on its merits having specific regard to the provisions of the adopted City & County of Swansea Unitary Development Plan Policy EC2 and relevant and related policy. The proposal is justified in this context.

The SA1 Masterplan was amended further under the recent Sec 73 application approved under ref: 2015/3584 which sought to reflect the ambitions of University of Wales Trinity St David to deliver the Innovation Quarter with the University at its heart. The area of greatest change would be centred around the southern end of SA1 ‘The Peninsula’ originally referred to as the Leisure Quarter. This area will incorporate the majority of the University’s facilities with a range of complimentary uses.

This proposed 2015 masterplan seeks only to change those parts of the 2010 masterplan that have been acquired by UWTSD in order to deliver the ‘Innovation Quarter’ and remaining plots within SA1, will be controlled by the existing approved Design and Development Framework and Masterplan under ref:2008/0996.
4.0 EXISTING SITE AND SURROUNDING AREA

4.1 SITE LOCATION

A review was undertaken of numerous sites available within the Swansea and surrounding areas to establish the ideal location for the new hospital facility. Consideration was given to patient use, the public and the Trust’s operational requirements.

Each site was evaluated against the following criteria:

- Location
- Size
- Flood Risk
- Ownership
- Planning Status (e.g. site designations / proposal site)
- Site Constraints (e.g. access, local circumstances etc.)
- Actions required (e.g. actions required to develop site.)
- Timing and estimated cost of development

Following the assessment process, the Healthcare Management Trust, in agreement with stakeholders and taking into account consultant investigations, concluded that the SA1 Swansea Waterfront site was the preferred option.

The site which measures approximately 0.85 hectares (2.1 acres approximately) is located within the North Quay, which is situated between Fabian Way and Langdon Road, both streets being parallel to the Prince of Wales Dock. It is located on the east side of the main gateway into the SA1 Swansea Waterfront.

4.2 SITE DESCRIPTION

The site is identified within the SA1 Waterfront Masterplan as Fabian Gate. It is a prominent entrance into the Waterfront Innovation Quarter and the choice of form and materials will reflect this (both buildings and the surrounding spaces). Fabian Way forms a very hard edge to the area and is, therefore, not appropriate for a primary (spill out) building frontage. A buffer landscaping treatment along Fabian Way forms a strong robust edge.

4.2.1 EXISTING LAND USE

The site is currently under meanwhile use as temporary car park for Welsh Government.

4.2.2 SITE AREA

The site area of the proposed plot for the hospital totals 0.85 hectares (2.1 acres).

4.2.3 URBAN GRAIN of SA1 WATERFRONT

By analysing the figure ground plan of SA1 and its surrounding neighbourhoods, patterns and arrangements of buildings and their sizes reveal the type of urban grain present. The working docklands, with their large, linear building footprints stand in stark contrast to the fine, regular grid forms of Saint Thomas and Port Tennant. This fine grain is present in the north east of SA1, with clustered townhouses overlooking the Prince of Wales Dock.

SA1 includes a mix of urban grains which filter through from the surrounding neighbourhoods.

The Technium Square area consists of irregular, medium sized building developments clustered around an existing square. The arrangement of buildings is primarily informed by the waterfront on the western side of SA1, with buildings taking advantage of the views to the water. The southern side of SA1 is largely empty of development. The immediate context for the site has both fine grain elements represented by the adjacent residential blocks and the more larger scale of the Village Hotel.

4.2.4 MOVEMENT

Please also refer to the Transport Assessment for more detailed information.

Bus

Public transport will serve the wider site in a number of ways. A bus route will be extended down from Langdon Road along Kings Road, with a bus stop at Trinity Saint David Square.

In addition, the Fabian Way Park and Ride will be promoted to reduce private vehicular traffic at SA1 and increase traffic on local public transport instead.

Road

Plots A15/A16 have been allocated, as identified in the SA1 Masterplan, for office use with buildings of three to four storeys in height. In accordance with the SA1 parking strategy, the Masterplan indicates the provision of on-site car parking in either undercroft or within a courtyard and indicates a single access from Lamberts Road. This strategy would accommodate the level of associated traffic generation for healthcare provision.

The City & County of Swansea Council (CCSC) are in the process of modelling current and future demands on the local highway network with the view of presenting a business case to the Welsh Government for funding for the trunking of Fabian Way and improvements to associated highways.

Cycle

Cycling forms an important part of the wider context at SA1. With the National Cycle Network Route 04 running through the site to the north and west, there is scope to further increase the usable cycle routes elsewhere.

City and County of Swansea’s aspiration to create an innovation corridor along Fabian Way will increase cycle movement to and from the east. The masterplan proposes a new cycle route along the southern edge of the Prince of Wales Dock to connect with both Fabian Way and the cycle path along the old Tennant Canal.

Cycling facilities are provided at key locations throughout SA1 with major cycle hubs located at the Peninsula and the sports hub, which will consist of secure cycle storage and showering facilities. These will be part of a larger network of cycle hubs that tap into the main routes arriving into SA1. This will help to reduce the potential for conflict between cyclists and pedestrians in the larger public spaces dotted around the site.
Rail

Swansea Railway Station is situated less than a mile to the west.

4.2.5 TOPOGRAPHY

Site contours are illustrated within Figure 6. The site has been remediated with formation levels for an undercroft car park, as with several plots in the vicinity. The surrounding land falls from the junction of Fabian Way and Fabian Way Link to the north west to the junction between Langdon Road and Lamberts Road in the south east by approximately 1.5 metres. The site is graded down a further two metres to the undercroft level.

Within the site boundary there are no discernible features of interest or known issue to construction.

4.2.6 SURROUNDING LANDSCAPE and ECOLOGY (SA1 WATERFRONT)

The existing vegetation within the SA1 Development is a mix of the typical vegetation to be found on a derelict dockland site and the more recent ornamental landscape associated with the new roads, developments and the public open space areas.

The derelict sites, including the plot that comprise the application site, feature areas of grassland and scrub.

The scrub areas consist of a mix of annual and perennial weeds and grasses, buddleia (butterfly-bush), gorse, bramble and shrubby willow.

The adjacent development of the Beacon Centre and VOSA use a combination of trees and evergreen shrub planting to provide the green infrastructure to the area.

Langdon Road has Pyrus Chanticleer trees planted along it, the main entrance to the development features Acer rubrum and Acer campestre 'Streetwise' features along Kings Road near the Technium Building. All of these species originated in the Design and Development Framework Document of August 2004 and were chosen for their appropriate characteristics and particular resilience to wind and frost.

The public realm spaces along Langdon Road and new housing development on Plots D9 and D10 uses small leaved lime, multi-stemmed birch and magnolia trees in its shared spaces.

Microclimate - Planting Challenges

The site location provides a challenge to the introduction of soft landscape elements. Plant species need to be chosen to withstand strong onshore winds and salt spray.

Soft landscape areas are likely to be either in areas of shade from adjoining buildings or in areas of full sun and wind exposure, which should guide the plant choices.

There are no existing trees on site.

4.2.7 HIGHWAYS AND ACCESS

Figure 6 highlights vehicular, pedestrian and cyclist routes within the surrounding area.

The site is located immediately to the east of the main SA1 access / gateway roundabout from Fabian Way and would be accessed from the cul-de-sac of Lamberts Road which currently serves the residential apartments of Mariners Court and Llys Hafen, the 'Waterfront' Church and the Dental Referral Centre.

The site has recently been laid out (by Welsh Government) as a temporary car park for 165 cars.

A Transport Assessment of the impact of the hospital development on the existing transport infrastructure has been made and a Transport assessment statement is submitted in support of this application.

4.2.8 ACOUSTICS

The traffic noise from A483 Fabian Way and the Langdon Road roundabout will be assessed. Potential mitigation through fenestration and landscape strategy will be considered.
4.3 CONSULTATION

Consultation activities to date include:

- Ongoing: Consultant and Staff Consultation and Feedback
- 13th January 2017: Meeting with University of Wales Trinity St David
- “Informal” Meeting with CCS Planning
- 17th March 2017: Meeting with University of Wales Trinity St David

Pre-application submission was made on the 3rd April 2017 to Swansea Planning Department to determine the extent of acceptable development and potential fundamental issues to construction. The comments received will be incorporated within proposals and submitted to support the planning application.

Pre-application Consultation (PAC)
The Wales Planning Act 2015 introduced the requirement for pre-application consultation in respect of applications for major developments. Applicants are now required to submit the pre-application consultation report (PAC) as a validation requirement.

The guidance on Pre-application Consultation is set out in Article 1 of the Town and Country Planning (Development Management Procedure) (Wales) Amendment Order 2016.

The pre-application consultation will include:

- Displaying a site notice – as set out in the form contained in Schedule 1B to the Town and Country (Development Management Procedure) (Wales) (Amendment) Order 2016.
- Writing to owners / occupiers of adjoining land (Llys Hafen, Mariners Court, Dental Referral Centre & Cornerstone Church).
- Making the draft planning application information available publically for 28 days – including all information that would be required to be submitted as part of a planning application, including Design and Assess Statement and other information required to validate the subsequent application.
- Consulting Ward Members (St Thomas)
- Information for the purposes of notification and publicity will be available on the HMT Sancta Maria website
- Arrangements have been made for public viewing
- All responses received will be considered
- Consulting statutory consultees – the local highway authority & NRW
- Submitting a pre-application consultation report (PAC) as part of the planning application.

Throughout the design process, end user and key clinical staff consultation has been undertaken to ensure that the proposals are fit for purpose. This encompasses an approach to design at a number of scales creating a holistic approach to design.

4.4 ANALYSIS

4.4.1 SITING

The siting of the proposed Sancta Maria Hospital was based on three principle criteria:

- Site Access. The existing site access is pre-formed as part of the remedial site works and is retained. Given the minimal planting and structures surrounding the junction we believe this provides adequate visibility splay. This is a site constraint which influences where the building can be located in a north-south axis.
- Frontage. In response to the existing masterplan the proposal accommodates the desire for a gateway building with four storey massing along Fabian Way.
- Future Proofing. Position of the building on the site allows for the expansion to the east and the south of the site. The siting promotes long term strategy in term of a community asset. Furthermore, expansion of the building eastwards along Fabian Way reinforces the urban context.

4.4.2 MASSING

Due to the complex Building Services and the ceiling void required to accommodate them in a hospital facility, the minimum floor to floor height is 4.2m. The proposal has two storeys of clinical accommodation (at 4.2m) with a plant room (with 3m clear internal height) directly above the Operating Theatres. The key elevations to the building, therefore, equate to four residential storey heights. The elevations vary in height and façade treatment to add variety and interest to the overall massing of the development.

4.5 SA1 DESIGN CODE

The SA1 Swansea Waterfront Innovation Quarter Design and Development Framework has a Design Code that sets out principles and components with guidance in order to generate the physical development of the site or place. The design code therefore provides clarity over what constitutes acceptable design quality.

The general principles of urban coding developed for the University of Wales Trinity St David’s estate on the SA1 Peninsula also applies to the University’s overall landholding throughout the Waterfront Innovation Quarter including Plots A15/ A16 or Fabian Gate.

The Design Code builds upon the design vision contained in the masterplan and associated supporting documentation as set out in the Design and Development Framework Part 1: The Planning Design and Access Statement and provides a set of requirements (the codes themselves) to achieve the vision of fostering a new creative quarter for the city. The code is structured from the general to the specific. Extending from urban design principles aimed at delivering better quality places and include requirements for streets, blocks and massing, to architectural form composition and materials.

The following principles set by the Design Code will be implemented where possible in the design proposals for Sancta Maria Hospital:

Architectural Character
The dockside typologies [engineering shed, warehouse and office] are the key precedents that should inform the character of buildings.

Composition
Each building elevation should be conceived as single harmonious composition that responds to the internal organisation of the building, the public space that it fronts and the form and character of
neighbouring buildings. The pattern of windows and other elements, the proportions of openings and the relationship of details to the whole are vital elements of the design. Entrances should be proportioned to relate to the overall design of façade and public space.

Materials.
One of the defining characteristics should be the limited palette materials characteristic of dockside buildings including brick, stone, slate, timber cladding and metal sheeting. Other high quality materials may be used where their colour texture and weathering characteristics are similar to well-tried materials. The use of reclaimed materials is encouraged.

Architectural Detail.
The design of architectural detail is an important element of the overall composition - it should be functional (not least in helping to protect finishes from the weather), promote legibility, reflect hierarchy and contribute to expression of scale and proportion. The primary frontage should be the focus of architectural display with secondary buildings given a simpler treatment.

Signage and Lighting:
Lettering on buildings can make a significant contribution to local character and should be designed to suit the proportions of the building. It should not clutter the façade or destroy or obscure architectural detailing. The following types of signage are preferred: painted lettering on the building surface, relief lettering, planted or incised lettering and etched or painted windows. Lighting should be unobtrusive. Wherever possible street lighting should be attached to buildings rather than on independent lighting columns. Shop fronts and fascias should be externally lit while floodlighting is only appropriate for landmark buildings.

Roofscape.
The treatment of the roof is important – it will be visible for many places within the site. Roof loads are lower than floor loads, which allows lighter structures to be used on the topmost floor where unlimited top light is available. Pitched roofs offer the potential for interesting spaces and optimum siting for PV panels (whether installed at the outset or retro-fitted). Rooftop plant can be bulky and intrusive: wherever possible it should be accommodated at basement level or enclosed in building elements that are integrated into the overall architectural composition.

Specific guidance relating to Fabian Gate:

Character:
Commercial frontages

Building Heights:
Plot A15 four storey and plot A16 three storey.

Public Realm:
This is a prominent entrance into the Waterfront Innovation Quarter and must be reflected in the choice of the forms and materials selected for both the buildings and the spaces surrounding. Fabian Way forms a very hard edge to the area and is therefore not appropriate for primary (spill-out) building frontages.

The design of building frontages facing Fabian Way and around to Langdon Road will address the importance of the surrounding streets and. Buffer landscaping treatment along the Fabian Way will form a strong and robust edge.

The eastern edge of the site will be softer to reflect the quieter nature of the surrounding residential and community activities. Vehicular access to the site is via Lamberts Way, shared with the neighbouring plots.

The landscaping will permeate the required car parking area to better integrate into the existing landscaping character already established in Lamberts Way.

Urban code for Fabian Gate Required:
• Robust landscaping forming a buffer with Fabian Way without compromising the prominence of the gateway effect
• Softer landscaping to integrate into the existing landscape along Lamberts Road
• Western and southern edges to be predominantly hard landscaped
5.0 PROPOSED DESIGN

5.1 CHARACTER: AMOUNT OF DEVELOPMENT

The SA1 Waterfront Masterplan identifies the site for office use with a footprint of approximately 2800sqm. The proposed development stands at less than this (1720sqm) due to the programme and building typology. However, the potential expansion would complete the Fabian Way and Langdon Road frontages and increase the footprint exceed that of the Masterplan.

5.2 CHARACTER: LAYOUT

The proposed scheme aligns with one block parallel to Fabian Way and one fronting Fabian Way Link with the main entrance being located at their junction. This aims to address the requirement for a gateway building on the corner of Fabian Way and Fabian Way Link in accordance with the SA1 masterplan. The siting of the building so far as is practical follows the masterplan.

The primary public entrance is aligned with the vehicular approach to the site. This aims to give prominence and clarity on approach in navigation. This is further enhanced in site layout and landscaping arrangements. The public entrance is also approached by pedestrians on the west façade where a formal entrance is proposed.

5.3 CHARACTER: SCALE

Two design concepts govern the form of the building. The first is a distinct division between Operating Theatre/Diagnostic departments and the more subtle Inpatient/Outpatient programme elements. A prominent central circulation hub connects the two elements acting as a feature entrance distinct as a separate element in its own right.

The two elements are reflective of the different nature of the internal functions with the scale of the West block (Inpatient/Outpatient) being more subdued and recessed in comparison to the more prominent North Block (Operating Theatre/Diagnostic departments).

The West Block takes on a long form broken up with vertical elements and acts in reciprocation of the North block’s neutral elevational approach. Each is balanced within the overall elevations to provide vertically articulated elements.

5.4 CHARACTER: APPEARANCE

The proposed design utilises a combination of brick, timber and metal cladding. In order to achieve a more tactile and softer contrasting material palette timber cladding and through coloured render has been employed strategically throughout the elevation to break up the massing. This is particularly prominent within the West block where vertical elements in line with the masterplan strategy have been employed to break up the horizontal nature of the building.
Metal cladding is used at roof level to provide definition at the junction and to complement the brise soleil elements.

5.5 ENVIRONMENTAL SUSTAINABILITY

The aspiration for any development within the SA1 Waterfront development area is BREEAM very good rating.

In support of the Building Regulations/ BREEAM requirements for the site, renewable energy in the form of photovoltaic panels are proposed. This has been designed at roof level to not impact the elevations and cannot be seen from ground level.

Provisions for BREEAM Health and Wellbeing requirements have been allowed for and are to be incorporated within detailed design stage.

The building utilises solar shading to elements of the south, east and west elevations to protect against the effects of solar gain and providing a comfortable internal atmosphere to the West Block (Inpatient/ Outpatient areas).

5.5.1 NATURAL VENTILATION

The building layout accommodates natural ventilation to appropriate areas of the building, particularly in the bedroom and consultant areas where mechanical ventilation is not a clinical requirement. Patient comfort is achieved with sustainable building design.

5.5.2 SUSTAINABLE TECHNOLOGIES

In line with planning policy guidance at both a national and local level, provision for sustainable technologies has been included within the design.

Solar panels are to be provided to the flat roof of the west block offering prominent exposure to sunlight throughout the day increasing efficiency and reducing energy consumption.

5.5.3 NATURAL DAYLIGHT

The building orientation, combined with appropriate window sizing and strategy allows a significant portion of the building to benefit from natural daylight. Where appropriate solar shading has been provided and employed strategically within the elevations to mitigate the effects of solar gain.
5.5.4 EASE OF MAINTENANCE

Through the selection of a simple palette of materials and design strategy the requirement for maintenance has been limited. Where maintenance is required appropriate access has been provided in the interests of health and safety requirements.

Where solar panels are provided to the roof all round access is provided for maintenance purposes.

5.5.5 VIEWS

Primary views out of the site are towards the south. The building has been positioned and designed accordingly to take advantage of this in combination with the masterplan. All users can benefit from access to external views from most of the building.

5.5.6 CYCLIST FACILITIES

In line with BREEAM requirements cyclists storage facilities have been provided for both staff and public. Changing and shower facilities are provided for staff use promoting a sustainable approach to commuting by bicycle.

5.5.7 MINIMISING WATERCOURSE POLLUTION

Site attenuation of rainwater run-off will be achieved through a sustainable urban drainage system (SuDs). Please refer to the Flood Consequence Assessment Report.

5.6 CHARACTER: LANDSCAPING

Given the site's history, little existing landscaping within the site or surrounding context exists. The proposal, therefore, takes precedent from the Development Framework masterplan’s aims and objectives.

Landscape Strategy to follow.

6.0 ACCESS

The following should be read in conjunction with submitted Transport Assessment and Travel Plan.

6.1 EXISTING TRANSPORT INFRASTRUCTURE SA1 WATERFRONT

The SA1 Waterfront masterplan has been subject of an in-depth transport assessment, which has in part informed the emerging masterplan layout. Due to the impact the development at SA1 will have on the wider highways network, this assessment has used the 2010 masterplan as a base line position to determine the extent of impact the new proposals will have. This has been agreed with the City and Council of Swansea.

The main entrance of Fabian Way will continue to serve as the principal vehicular access point into SA1.

In addition, the access point at the eastern end of Langdon Road will serve as a secondary vehicular entrance.

Movement around the East Gate area will result in a one-way system wrapping around the East Gate character area to manage traffic flows appropriately without compromising flows on Fabian Way. The exit onto Fabian Way at Technium Square will continue to operate as it currently does but is subject to further technical studies by City and County of Swansea to determine if it remains as an exit for general traffic or solely for bus traffic.

The strategy for private vehicular traffic is to accommodate as much car parking as possible on each plot.

Public transport will serve the site in a number of ways. A bus route will be extended down from Langdon Road along Kings Road, with a bus stop at Trinity Saint David Square. In addition, the Fabian Way Park and Ride will be promoted to reduce private vehicular traffic at SA1 and increase traffic on local public transport instead.

Servicing has been kept to the main roads throughout the SA1 site.

Figure 13 - Routes onto site from the surrounding development.
1.1 VEHICULAR ACCESS

All vehicular access to the proposed hospital is to be from Fabian Way via Fabian Way Link and Langdon Road. The site contains a preformed vehicular access point conforming to the built masterplan infrastructure. The proposal intends to utilise this access in conformance with the masterplan.

Several forms of vehicular and pedestrian access are to be provided for and are accommodated as follows:

1.2 STAFF AND VISITOR VEHICLE PARKING

All staff and visitors visiting the site by car will access the site from Fabian Way via Fabian Way Link and Langdon Road. A total of 93 no. standard spaces are provided within easy and clear access to the building front.

1.3 STAFF AND VISITOR VEHICULAR DROP-OFF

The forecourt area fronting the entrance is to provide a drop-off zone for visitors and staff and parking bays for blue badge holders (6 no. accessible spaces).

1.4 SERVICE VEHICLES

A dedicated service vehicle route is provided from the site access to the service courtyard on the eastern side of the building which is sized to allow a vehicle turning area. All deliveries will be managed from this location.

1.4.1 ACCESSIBLE PARKING PROVISIONS

6 dedicated disabled parking bays have been provided immediately opposite the main entrance. Careful management of the site levels throughout the site has removed the need for ramps or any hindrance to movement between these two areas.

1.4.2 CYCLISTS AND MOBILITY SCOOTERS

Cycling will form an important part of life at SA1. With the National Cycle Network Route 04 running through the site to the north and west, there is scope to further increase the usable cycle routes elsewhere. City and County of Swansea’s aspiration to create an innovation corridor along Fabian Way will increase cycle movement to and from the east.

Cyclists and mobility scooters can access the site via the entrance level off Fabian Way and the main site access off Lamberts Road. A dedicated cycling and mobility scooter parking areas is provided for in the undercroft area.

1.4.3 PEDESTRIANS (MOBILE AND IMPAIRED)

The SA1 masterplan has been designed to provide as legible and permeable a pedestrian network as possible. The ring around the Prince of Wales Dock will be completed with the installation of a new pedestrian bridge across the link to Kings Dock. A second pedestrian bridge is proposed across the Prince of Wales Dock to directly connect the Northbank with the Peninsula. Pedestrian access to the site links to this network.

Supporting landscape design aims to eliminate the requirement for ramps in all area where public and staff have access throughout the site. This has been achieved through careful site remodelling and landscape strategy.

1.4.4 EMERGENCY ACCESS

Emergency vehicle access from the site is achieved via the primary entrance / exit.