

BRIDGEND COUNTY BOROUGH COUNCIL
REPORT TO PLANNING AND DEVELOPMENT COMMITTEE

1ST NOVEMBER 2007

REPORT OF THE EXECUTIVE DIRECTOR - ENVIRONMENT
PLANNING SERVICES

PORTHCAWL WATERFRONT – DRAFT PLANNING GUIDANCE

1. Purpose of Report

- 1.1 To report to Committee the outcomes of the consultation exercise on the Porthcawl Waterfront – Draft Planning Guidance, and to recommend amendments to enable the revised document to be adopted as Supplementary Planning Guidance (SPG).

2. Connection to Corporate Improvement Plan / Other Corporate Priorities

- 2.1 The formation and implementation of planning policy has links to most of the Councils Corporate Priorities. In this instance the objective of *Realising the Potential of Our Major Towns* is the most pertinent.

3. Background

- 3.1 On the 9th August 2007, the Planning and Development Committee resolved:

“That the draft Supplementary Planning Guidance for the purpose of public consultation be approved.”

- 3.2 Following that meeting a 6-week statutory period of consultation was held between 20th August 2007 and 1st October 2007. In order to ensure that the consultation period was well publicised it was advertised in the following ways:

- Statutory notices placed in the Glamorgan Gazette on the 16th and 23rd August 2007.
- The consultation documents were available for inspection, with representation forms, at every library in the County Borough, Porthcawl Tourist information Centre and at the Planning Department, Civic Offices, Angel Street, Bridgend.
- A press release was issued at the start of the consultation along with a radio interview.
- Information on the consultation, including all the documentation, representation forms and the facility to make representations on-line

was placed on the Councils website. This included a direct link from the front page.

- A news letter 'Porthcawl in Touch' was produced and distributed door to door which provided information on the Draft Planning Guidance along with details of the public exhibitions and public meeting and explained how people could make their views known.
- Letters were sent to approximately 200 targeted consultees, including planning consultants, service providers etc.

3.3 In order to give members of the public and interested parties an opportunity to view the planning guidance, make comments and discuss the issues with members of the project team, a series of public exhibitions were held in the Porthcawl Tourist Information Centre on the 6th, 7th and 8th September and the Grand Pavilion on the 12th, 20th, 21st and 22nd September. A public meeting was held on Wednesday the 12th September 2007 at the Grand Pavilion.

4. Current Situation

4.1 Since the close of the statutory consultation period, all the representations received have been analysed and a Report on Public and Stakeholder Consultation has been prepared by Halcrow Group Limited in conjunction with Council Officers and is attached as Appendix A.

4.2 As outlined in Section 3 of this report, there were number of mechanisms available for feedback. The primary mechanism was via a feedback form, copies of which were made widely available and were also handed out at the public exhibitions and public meeting. Comments were also received by e-mail, letter and fax. The following table summarises the written responses to the consultation:

	Number of responses received
Feedback forms - hard copy	132
Feedback forms via the web	67
Letters from members of the public	53
Petition for swimming pool from residents/visitors of Porthcawl	3686
Petition for swimming pool from youth of Porthcawl	1227
Petition calling for a swimming pool/leisure centre	77
Additional Petition (with various issues and requests)	34
Total	5276

- 4.3 The Report on Public and Stakeholder Consultation provides a full record of the consultation process and documents all the feedback received during the statutory consultation period. It provides a record of the key comments received and documents the Council's response to these. In doing so, the document sets out the changes that will be required to be made to the Porthcawl Waterfront – Draft Planning Guidance, in order to respond to the consultation process. In addition, where comments have been made, but these cannot be actioned, a full rationale and justification is provided.
- 4.4 The Report structure is detailed below:
- Chapter 1 Introduction:
 - Chapter 2 provides an overview of the consultation process and summarises the key issues raised at the public meeting;
 - Chapter 3 documents the headline responses to the key questions posed by the feedback form and in the letters;
 - Chapters 4 to 15 summarise the key comments made through the consultation process, documents the Council's response to these and records the actions that will now be taken to amend the draft Planning Guidance;
 - Chapter 16 summarises the main recommendations of the Strategic Environmental Assessment and records the actions that will be taken to address these; and
 - Chapter 17 documents the key changes that are now proposed to be made to the draft Planning Guidance document.
- 4.5 On the 3rd October, Council Officers and representatives of Halcrow and CDN Planning gave a presentation of the draft Planning Guidance to a panel of the Design Commission for Wales (DCfW). The information provided covered site context, built form, transport & access, public realm & landscape design, sustainability and inclusive design. Officers and the Consultants were then required to respond to a significant number of questions from the panel.
- 4.6 DCfW provided the Council with an initial verbal response on the day, followed by a full written Report, which is attached as Appendix B. DCfW support the broad thrust of the development framework, based on a logical reinforcement of the town centre, good linkages, and the re-routing of the approach road. They think that this is a good basis from which to develop the detailed design guidance, but the quality control process is their major concern. The panel felt that the draft could be strengthened in a number of ways by being more ambitious, more specific and more prescriptive, with a greater degree of control to provide guarantees of quality in urban design and sustainability.
- 4.7 It is agreed that the draft Planning Guidance could provide greater clarity in respect of the aspirations for design quality, the objectives for sustainability and energy efficiency, and the mechanisms to be employed to achieve these necessary outcomes. These issues have also been

raised by others, and are particularly pertinent in the conclusions reached in the independent SEA Appraisal. In response to these comments, it is proposed to amend Section 3.17 of the document as set out in the Report on Public and Stakeholder Consultation, and to add a new Section 3.18, as follows.

“3.18 Next Stage – Implementation

The public consultation exercise and the observations from the Design Commission for Wales have been generally supportive of the strategy subject to the delivery of a quality development. In order to deliver this the planning system needs to be proactive and mechanisms created to control the development as it proceeds. The early and continual involvement of the planning authority, developer and design teams in this process is essential.

Initially it is anticipated that an outline planning application will be pursued either by the landowners or the consortium / single developer who will be responsible for facilitating the development of the entire area or major phases of it as covered by this SPG. The application will confirm the general spread and scale of the main elements of development. The SPG will form the basis for the outline consent. The outline planning application will be subject to a suite of planning obligations through a comprehensive Section 106 Agreement, which will include the developer accepting attendance at review meetings relating to the progress of the development on the land. These meetings would address the master plan process outlined below and wider issues such as

- *Infrastructure works*
- *The submission of further planning applications*
- *The implementation of planning permissions*
- *Quality auditing*
- *Thresholds and the fulfilment of the planning conditions and Section 106 obligations.*

The purpose of these meetings would be to keep the LPA fully informed as to the progress of the development and to provide a vehicle for the discussion of matters associated with the preparation and submissions of the sub area master plans. Such a process will enable the developer and LPA to work together to overcome any problems or issues as they arise and to deliver a quality product.

The Development Framework is intended to inform the next stages of the regeneration/development process. Following the outline consent anticipated above this will involve the preparation of more detailed site-specific proposals, in the form of master plans. These will need to be submitted to, discussed with and approved by the Authority prior to the submission of full or reserved matter applications.

The master-plans will need to be detailed enough to provide a clear, coherent and practical framework for the consideration of planning applications for the individual parts of the site, developing on the broad concepts

The form and content of these detailed master-plans will generally be at a scale of 1:1000/1:500 and include information on the following:

- *More detailed disposition of land uses;*

- *Phasing arrangements;*
- *Landscape strategies ; open space/landscape concepts to establish landscape strategies appropriate to the different character areas to include design statements as to treatment of boundaries (but detailed layout plans and planting specifications shall be reserved for reserved matters applications)*
- *Detailed location, layout and land use arrangements for the retail store/environs;*
- *Public art proposals;*
- *Lighting proposals;*
- *Infrastructure works;*
- *Affordable and market-entry housing;*
- *Design and layout of character areas and environs*
- *Design concepts for each character area/environs (including streetscapes, building massing, scale, architectural approach, focal points, intermediary and landmark buildings, public spaces, materials); and*
- *Sustainable design and construction”.*

4.8 It is not appropriate to make the draft Planning Guidance more prescriptive at this stage. The document is intended to set out the land use framework for the area in a robust yet flexible manner, and to provide a basis for the development of more detailed plans and proposals. Therefore, much of the design clarification required by the DCfW is more appropriately dealt with at the next stage in the process when the developer will be required to prepare detailed master-plans for specific areas of the development, and to follow the quality control process as set out in the proposed new Section 3.18.

5. Effect upon Policy Framework & Procedure Rules

5.1 The Draft Planning Guidance expands upon the existing land-use planning policy framework contained within the adopted Bridgend Unitary Development Plan giving the public and developers certainty in the Councils expectations in relation to the development of the Porthcawl Regeneration Area.

6. Legal Implications

6.1 Once adopted the Porthcawl Waterfront – Planning Guidance will become a material consideration in the determination of planning applications received by the Local Planning Authority for the purposes of the Town and Country Planning Act 1990 (as amended).

7. Financial Implications

7.1 None.

8. Recommendations

8.1 That the Planning and Development Committee:

8.1.1 Receives the Porthcawl Waterfront – Planning Guidance Report on Public Consultation October 2007 (attached as appendix A).

8.1.2 Approves the recommended actions and changes, detailed in the Report on Public Consultation October 2007, to the Porthcawl Waterfront – Draft Planning Guidance.

8.1.3 Adopts the Porthcawl Waterfront – Planning Guidance, as amended, as Supplementary Planning Guidance to the adopted Bridgend Unitary Development Plan.

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10. Background documents:-

10.1 File: 315/A/119 Porthcawl SPG
Porthcawl Waterfront – Draft Planning Guidance

RHODRI-GWYNN JONES
EXECUTIVE DIRECTOR – ENVIRONMENT

26th October 2007

APPENDIX A



Seven Bays Project Prosiect Saith Bae

Porthcawl Waterfront / Glannau Porthcawl

**Report on Public Consultation
Bridgend County Borough Council
October 2007**



Bridgend County Borough Council

Porthcawl Waterfront - Planning Guidance

Report on Public Consultation

Contents Amendment Record

This report has been issued and amended as follows:

Issue	Revision	Description	Date	Signed
A	1	Draft for Officer Comment	18/10/07	CA
A	2	Final report	24/10/07	CA

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1 Introduction

1.1 *Background*

1.1.1 Halcrow Group Limited, together with CDN Planning, was appointed in Winter 2006 to assist Bridgend County Borough Council (BCBC) with the preparation of a Planning Guidance document for the Porthcawl Waterfront area.

1.1.2 The Waterfront area, stretching from Cosy Corner and the Harbour in the west to Rhych Point and Trecco Bay in the east, is identified in Bridgend's Unitary Development Plan (UDP) for comprehensive redevelopment. Supplementary Planning Guidance (SPG) to guide the redevelopment of the area was adopted in 2004.

1.1.3 Since publication of the 2004 SPG a number of new issues have arisen and thinking on other aspects of the redevelopment area has moved on. BCBC therefore wished to commission new Planning Guidance to update the 2004 SPG, provide more detail on the envisaged nature and form of development and consider the impact of the development on highway infrastructure, local services and the town in general. BCBC intend that the new Planning Guidance would be adopted as SPG and would therefore replace the 2004 document.

1.2 *Purpose*

1.2.1 A draft Planning Guidance document was evolved jointly by BCBC, Halcrow and CDN Planning during the course of 2007. A draft of this document was presented to Planning Committee on 9th August 2007 and, at this meeting, approval was received for the document to go forward for a six week period of public consultation. This period ran from 20th August 2007 to 1st October 2007.

1.2.2 This document provides a full record of the consultation process and documents all the feedback received during the six week period. Importantly, it provides a record of the key comments received and documents the Council's response to these. In doing so, this document sets out the changes that will be required to be made to the draft document, in order to respond to consultation responses. In addition, where comments were made but these cannot be actioned, this document provides a full rationale and justification.

1.3

1.3.1

Structure

Following this introduction:

- Chapter 2 provides an overview of the consultation process and summarises the key issues raised at the public meeting;
- Chapter 3 documents the headline responses to the key questions posed by the feedback form;
- Chapter 4 documents the key issues raised in the responses received by letter;
- Chapters 5 to 15 summarise the key comments made through the consultation process, documents the Council's response to these and records the actions that will now be taken to amend the Planning Guidance;
- Chapter 16 summarises the main recommendations of the Strategic Environmental Assessment and records the actions that will be taken to address these; and
- Chapter 17 documents the key changes that are now proposed to be made to the Planning Guidance document.

2 Overview of Consultation Process

2.1 *Introduction*

2.1.1 This Chapter provides a summary of the key activities undertaken by the Council to publicise the consultation period and encourage people to make their comments.

2.2 *Publicity for the Consultation Period*

2.2.1 In order to ensure that the consultation period was well publicised, and to raise people's awareness of the proposals for the Waterfront area, a number of activities were undertaken by BCBC. For example;

- A newsletter 'Porthcawl in Touch' was produced and distributed door-to-door to the residents of Porthcawl. The newsletter provided an eye-catching introduction to the proposals and reproduced a number of photomontages illustrating how the development area could look in the future. The newsletter provided details of the public exhibitions and public meeting and explained how people could make their views known.
- Letters were sent to statutory and other consultees;
- A wide range of press activity was organised, including newspaper reports, radio interviews and television coverage;
- Statutory notices were made, as appropriate;
- Meetings were held with, and the consultation process was advertised through, the Bridgend Tourism Forum and the Porthcawl Regeneration Forum; and
- The Council's website advertised the consultation process.

2.2.2 The Planning Guidance and associated documents, as well as details of the public exhibition times and venues were also placed in the following publicly accessible venues:

- All libraries in the County Borough;
- Porthcawl Tourist Information Centre;
- Bridgend County Borough Council's Planning department reception;
- Porthcawl Grand Pavillion; and
- Awel-y-Mor Community Centre.

2.2.3 In addition all the relevant documents were made available on the Council's website.

2.3 Public Exhibitions

2.3.1 A series of public exhibitions were held in order to give members of the public an opportunity to view the Planning Guidance, make comments and discuss the issues with members of the project team.

2.3.2 Seven exhibitions were held, as follows:

- Thursday 6th September: Tourist Information Centre, John Street, Porthcawl, 9.00am – 5.00pm;
- Friday 7th September: Tourist Information Centre, John Street, Porthcawl, 9.00am – 5.00pm;
- Saturday 8th September: Tourist Information Centre, John Street, Porthcawl, 10.00am – 4.00pm;
- Wednesday 12th September: Grand Pavilion (main theatre), Porthcawl, 10.00am – 6.30pm;
- Thursday 20th September: Grand Pavilion (Café Bar), Porthcawl, 9.00am – 5.00pm;
- Friday 21st September: Grand Pavilion (Café Bar), Porthcawl, 9.00am – 5.00pm; and
- Saturday 22nd September: Grand Pavilion (Café Bar), Porthcawl, 10.00am – 4.00pm.

2.3.3 At each exhibition a series of 13 exhibition boards were displayed. These are replicated in Appendix A. The exhibition boards provided a summary of the key elements of the Planning Guidance, and signposted readers to pages of the main document where they could access further information.

- Board 1 provided an overview of the role of the Planning Guidance and explained the relationship between the 2007 Planning Guidance consultation document and the SPG previously approved in 2004. It also set out the Council's vision for the Porthcawl Waterfront area;
- Board 2 explained the key changes between the 2004 and 2007 documents and gave an overview of the proposals for the redevelopment area;
- Board 3 explained that the Planning Guidance document provides details of the type of development envisaged across key 'character areas';

- Boards 4 to 9 outlined the proposals for individual character areas, providing appropriate illustrations
- Boards 10 to 12 provided an overview of other key proposals and included details relating to the highway network, parking, pedestrian and cycle routes, urban form, mixed use development and open space; and
- Finally, Board 13 summarised the next steps and encouraged people to make comments.

2.3.4 The main exhibition material was displayed alongside a series of photomontages illustrating how key parts of the Waterfront area could look in the future.

2.3.5 Copies of the full Planning Guidance document were made available for people to read through. They were also made available to purchase at a cost of £10. Alternatively people were offered a copy of the document on a CD, free of charge.

2.3.6 At each of the public exhibitions BCBC officers and representatives from the Halcrow/CDN Planning team were on hand to answer questions and explain the proposals. Sheets summarising responses to the most frequently asked questions were also handed out to attendees.

2.3.7 In total it is estimated that 1,300 people attended the exhibitions.

2.4 *Feedback Mechanisms*

2.4.1 A number of mechanisms were available for feedback. The closing date for all comments was 4:30pm on 1st October 2007. The primary mechanism for people to make comments was via a feedback form, a copy of which is included in Appendix B. Copies were handed out at the public exhibitions and comments were also welcomed by e-mail, letter or fax.

2.4.2 The draft Planning Guidance document was also available on the Bridgend County Borough Council website at www.bridgend.gov.uk where a feedback form could be downloaded and submitted online.

2.5 *Public Meeting*

2.5.1 A public meeting was held on Wednesday 12th September at the Grand Pavilion at 7pm. Approximately 300 members of the public attended. The meeting was attended by key members of the Council's project team. The following were all present.

- Councillor Lilian Davies – Chair of Planning & Development Committee
- Councillor Bob Burns – Cabinet Member
- Martin Hooker – Assistant Director Planning
- David Llewellyn – Head of Development Planning
- Louise Fradd – Director of Regeneration
- Gareth Moss – Executive Director Resources
- Aubrey Green – Head of Highways
- John Duddridge – Head of Transportation
- Denise Fletcher – Head of Tourism
- Andrew Jones – Porthcawl Project Officer
- Mark Shephard – Assistant Director Leisure and Cultural Services
- Mark Sabine – Environment Agency

2.5.2

Following a presentation given by Martin Hooker, the meeting took the form of a question and answer session. The meeting provided an opportunity for members of the public to air their concerns over the regeneration of Porthcawl. A full record of the meeting is included within Appendix C. However, the following key issues were raised:

- There was discussion over the absence of a swimming pool/leisure centre in the Draft Planning document and the feasibility of siting such a facility in the town;
- Concern was raised over the scale of residential provision in the town and the impact this will have on the social infrastructure of the town;
- Concern was raised over the absence of a high quality hotel in the Draft Planning document;
- There was discussion over the proposed improvements to the Harbour Quarter; and the viability of providing a marina facility;
- There was concern that strategic views to-from the sea would be lost or jeopardised as part of the regeneration proposals in Porthcawl;
- Attendees were keen to ensure that disabled access/provision should be enhanced as part of the proposals for regeneration and pedestrian and cycle access should be paramount;
- The view was held that social provision such as schools, health and community services should be expanded in order to cope with demand from an additional population;
- Many were concerned that the design of new buildings and infrastructure should be in keeping with the existing character of Porthcawl;

- There was discussion over the likely completion date for sea defences and the method of funding the structure;
- There was concern over the rise in congestion and demand for parking in the town. It was asked whether the transport infrastructure of the town would be able to cope;
- There was concern that provision of a supermarket could have an adverse effect on local traders as well as creating an ‘eyesore’ in Porthcawl; and
- There was concern that New Road would suffer from increased traffic and congestion as a result of the proposals.

2.6

2.6.1

Overall Feedback

Overall, the level of feedback was good. Table 2.1 summarises the written responses to the consultation.

Table 2.1 - Number of responses received	
	Number
Feedback forms - hard copy	132
Feedback forms via the web	67
Letters from members of the public	53
Petition for swimming pool from residents/visitors of Porthcawl	3686
Petition for swimming pool from youth of Porthcawl	1227
Petition calling for a swimming pool/leisure centre	77
Additional Petition (with various issues and requests)	34
Total	5276

3 Headline Results from Feedback Form

3.1

Introduction

3.1.1

In total 199 completed feedback forms were returned. This comprised 132 hard copy forms, and 67 forms submitted via the website. The responses were entered into an Excel database. This section provides an overview of the headline results for each of the main tick box style questions.

3.2

Question 1 - Reading the Document

3.2.1

Question 1 asked respondents whether they had read the consultation document in full, in part or not at all. Of 199 respondents, 128 (64%) said that they had read the all or most of the document in full. 54 (27%) said that they had read some sections of it. 11 (5%) said that they had read through a bit of it or flicked through it. 3 people (2%) said that they had not read it and 3 people (2%) made no comment.

	Number of Responses	Percentage
Yes, I read it in full/most of it	128	64%
Yes, I read some section of it	54	27%
Yes, I flicked through it/read a bit of it	11	5%
No	3	2%
No Comment	3	2%
Total Number of Responses	199	

3.3

Question 2 - Vision

3.3.1

Question 2 asked respondents for their views on the vision and aspirations statement for the project. This statement is as follows: *“The regeneration of the waterfront is a key element in the future development of Porthcawl as a premier seaside resort. This will be achieved through a combination of quality design of buildings and the surrounding environment, comprising residential, leisure, cultural, tourism and retail uses. Central to this will be a revitalised harbour incorporating the re-use of historic buildings, new leisure facilities and a fully refurbished harbour set within a prestigious and vibrant waterfront”.*

3.3.2 Of 199 respondents to this question 176 (84%) people said that they broadly agreed with this vision. 20 (10%) said that they did not agree with this vision. Four people (2%) people said that they did not know. These results are summarised in Table 3.2

Table 3.2 - Question 2: Do you broadly agree with the vision and aspirations statement for this project?		
	Number of Responses	Percentage
Yes	167	84%
No	20	10%
Don't Know	4	2%
No Comment	8	4%
Total Number of Responses	199	

3.3.3 These results reflect overall support for the vision and scope of the guidance and it is clear that members of the public feel that components of the scheme are, in principle, balanced and acceptable to the needs of Porthcawl. This positive response therefore provides a firm basis for the Planning Guidance.

3.4 Question 3 - Achieving the Vision

3.4.1 Question 3 asked respondents whether they felt that the *Seven Bays Waterfront Planning Guidance* would achieve the Vision and Aspiration Statement (see above).

3.4.2 Of 199 respondents, 34 (17%) said that they ‘strongly agreed’ it would achieve this vision; 86 (43%) ‘tended to agree’; 21 (10%) ‘neither agreed or disagreed’; 27 (14%) ‘tended to disagree’; 16 (8%) ‘strongly disagreed’ whilst 15 (8%) respondents ‘did not know’. The results are summarised in Table 3.3

Table 3.3 - Question 3: How much do you agree or disagree that what we have laid out in the Planning Guidance document will achieve this vision?		
	Number of Responses	Percentage
Strongly Agree	34	17%
Tend to Agree	86	43%
Neither Agree or Disagree	21	10%
Tend to Disagree	27	14%
Strongly Disagree	16	8%
Don't Know	15	8%
Total Number of Responses	199	

3.4.3 The overall response to this vision is positive. It suggests that there is general support for the overall direction of the Planning Guidance.

3.5 Question 4 - Likes

3.5.1 Question 4 enabled consultees to state if there were elements of the Planning Guidance proposals that they particularly liked. Of 199 respondents to this question 166 (83%) said that there were particular elements that they liked; 20 (10%) said that there were not.

3.5.2 There was overall support for the proposals, reflected by a positive response from members of the public. Nevertheless, it should be noted that, in response to Question 5, a similar percentage of respondents also stated that there were elements of the proposals that they disliked or had reservations about.

3.5.3 The results are summarised in Table 3.4.

Table 3.4 - Question 4: Were there any elements of our proposal that you particularly liked or were supportive of?		
	Number of Responses	Percentage
Yes	166	83%
No	20	10%
No Comment	13	7%
Total Number of Responses	199	

3.5.4

Question 4 asked people to state which aspects of the proposals they specifically liked or supported. This is summarised in Table 3.5.

Table 3.5 - Question 4: Were there any elements of our proposal that you particularly liked or were supportive of?		
Aspect of the proposals that respondents particularly liked or supported	Number of Responses	Rank.
Provision of enhanced Promenades	68	1
Enhanced Harbour Quarter	48	2
Improved Leisure Facilities	21	3
Improvements to Cosy Corner	16	4
Provision of a larger supermarket	14	5
Re-use of Jennings Building	12	6
Creation and enhancement of open spaces	12	7
Improvement/extension of Griffin Park	11	8
Re-siting of the funfair	11	9
Provision of enhanced cycle infrastructure	10	10
Provision of sea defences	9	11
Provision of housing/residential units	8	12
Provision of Beach Huts	8	13
Provision of Strategic Gateways	7	14
Design/Sustainability of proposals	6	15
Creation of Foreshore Park	5	16
Provision of Public Art	4	17
Enhancements to Sandy Bay	4	18
Provision of Affordable Housing	3	19
Improvements to the Beach Environment	2	20
Provision of a Library	2	21
Creation of a Commercial Core	2	22
Balance between houses and leisure provision	2	23
Provision of Community facilities/ Community hub	2	24
Enhanced opportunities for local traders	1	25

Table 3.5 - Question 4: Were there any elements of our proposal that you particularly liked or were supportive of?		
Aspect of the proposals that respondents particularly liked or supported	Number of Responses	Rank.
Provision of a Coastal Path	1	26
Provision of a Marina	1	27
Enhanced Youth facilities	1	28

3.5.5 It is evident that the proposals for improved Promenades received a great deal of support from members of the public. The proposals for improvements to the harbour, leisure facilities and Cosy Corner were also all well received.

3.5.6 Respondents reacted positively to the principle of maintaining and creating public realm areas in Porthcawl and welcomed the enhancement of these key civic assets. This is also reflected in the positive comments received around the re-use of the Jennings Building (an important historic landmark), creation and enhancement of open spaces and the proposed improvement/extension of Griffin Park. The creation of a larger supermarket was also supported by some residents, although there was some concerns over the more detailed aspects of its design and effect on the retail core of the town.

3.5.7 The re-siting and ‘rejuvenation’ of the fairground was popular among many respondents. Although it was clear that some felt that the facility should be removed in perpetuity, there was also a strong feeling that the concept of a funfair had a role to play in the future of the town, albeit on a smaller scale.

3.5.8 It was evident that many respondents valued the proposed sea defences for their role in safeguarding against flooding and climate change. However, in tandem with the provision of improved cycle paths and pedestrian routes it was clear that people valued the ‘joining up’ of the coast and creating enhanced access to the seafront both within the regeneration area and further afield. People felt that this positive aspect would be further enhanced by the provision of public art and design/sustainability.

3.6 Question 5 - Dislikes

3.6.1 Question 5 enabled respondents to record aspects of the proposals that they particularly disliked or had specific concerns about. Of 199 responses to Question 5, 165 (83%) people said that they had concerns about a particular element of the

proposal; 20 respondents (10%) said that they did not have any concerns about the proposal. An opportunity was provided on the feedback form for further comment.

Table 3.6 - Question 5: Were there any elements of our proposal that you particularly disliked or had concerns about?		
Response	Number of Responses	Percentage
Yes	165	83%
No	20	10%
No Comment	14	7%
Total Number of Responses	199	

3.6.2

Additionally, Question 5 asked people to state which aspects of the proposals they had specific concerns about. Table 3.7 shows the issues that were most frequently raised.

Table 3.7 - Issues that people raised concern about in their response to Question 5		
Issue.	Number of Responses	Rank
No provision of a Swimming Pool	31	Joint First
Provision/Management of Parking	31	Joint First
Provision of Housing/Residential units	29	2
Proposed Building Heights	24	3
Effect of a supermarket on the existing retail outlets/traders	22	4
Leisure & Entertainment Provision in Porthcawl	18	5
General issues relating to the Harbour Quarter	13	6
Current perception/retention of the funfair	12	7
Provision of 'Gateways'	11	8
Proposals for a Church	9	9
Provision and expansion of schools	8	10
Design Issues	8	11
Lack of a Marina	7	12
Provision of public spaces	6	13
Beach Huts	6	14
Concern over provision of a surgery	6	15
Link Road/Spine Road	5	16
Provision of sea defences	4	17

Table 3.7 - Issues that people raised concern about in their response to Question 5		
Issue.	Number of Responses	Rank
Need for more arts/cultural facilities in Porthcawl	4	18
Traffic Management in Porthcawl	4	19
Town/Borough Services	4	20
Redevelopment of Cosy Corner	3	21
Regeneration of Griffin Park	3	22
Youth facilities	3	23
Provision of Hotels	3	24
Salt Lake	3	25
Lack of provision for cyclists	2	26
Promenades	2	27
Toilet Facilities	2	28
Beach environment	2	29
Affordable Housing allocation	2	30
Provision for caravans/motor -homes	2	31
Public art	2	32
Provision for tourists	2	33
Traffic on New Road	2	34
Library Provision	1	35
Sandy Bay	1	36
Children's play area	1	37
Provision for elderly residents	1	38
Provision of community centre	1	39
Maintenance/upkeep of Grand Pavilion	1	40

3.6.3

The responses received from Question 5 identify a number of aspects that respondents had concerns about. Top of the list was the absence of a swimming pool/leisure centre in the draft planning proposals. This was followed by concerns relating to increased residential provision and proposals for the Commercial Core in the town. Many respondents felt that the proposed volume of housing in Porthcawl was too high and would have an adverse effect on the character of the town as well as putting pressure on local amenities. There was some concern over design issues and a number of respondents felt that the proposed building heights were excessive. It was also evident that respondents were concerned that infrastructure (such as schools, roads and community facilities) would not be able to satisfactorily absorb the increase in population.

- 3.6.4 The issue of provision of a supermarket raised a number of concerns amongst respondents. Many felt that it would have an adverse effect on the character of the town, whilst others felt that existing traders/retail outlets in the town centre would suffer as a result. This was closely related to concerns over parking capacity in the town, which stemmed from a concern over the likely increase in private vehicles numbers from the supermarket and the increased population.
- 3.6.5 Concern over the Harbour Quarter largely arose from the fact that a Marina was no longer deemed viable. Respondents felt that the provision of an increased number of berths would further boost the economy of the town and would make a significant contribution to tourism in South Wales.
- 3.6.6 The issue of beach huts raised some concern amongst some respondents to Question 5 (although support was expressed through Question 4). Although some felt that beach huts should be encouraged on the Promenade and beach, others felt that the facilities would be susceptible to vandalism on the seafront. A number of residents also commented on design issues and expressed concern about the modern contemporary style of huts depicted in the Planning Guidance document and felt that the beach huts should be more in keeping with the traditional Victorian character of the town.

3.7 *Question 6 - Design Guidance*

- 3.7.1 Question 6 asked consultees to state whether they felt there were any topics missing from the section 'Design Guidance for Key Topics'. Of 199 responses to this question 69 (35%) felt that there were topics missing from this section; 41 respondents (21%) felt that there were not and 59 people (30%) said that they "did not know". The feedback form allowed the opportunity for respondents to record what they felt was missing from the design guidance.

Table 3.8. - Do you feel that there are any topics missing from the section “Design Guidance for Key Topics”?		
	Number of Responses	Percentage
Yes	69	35%
No	41	21%
Don't Know	59	30%
Don't Know	30	14%
Total Number of Responses	199	

- 3.7.2 The written comments made in support of question six showed a general feeling of optimism over style and content of the Draft Planning Document. However, respondents did flag up a number of issues which they had concerns about or felt were missing. A number of respondents also felt that the guidance was too ‘vague’ and they found it difficult to make a balanced judgement over the proposals. In particular, they felt that more attention should be paid to design guidance.
- 3.7.3 Respondents called for more detail on the proposed heights of the buildings in the town and wished to see more attention to issues of design and conservation in the Harbour Quarter and established areas of the town, particularly to the Jennings Building and the Conservation Area.
- 3.7.4 However, many respondents used this question to reiterate their wider concerns, many of which were also stated elsewhere. For example, respondents commented that the lack of a larger Marina would be detrimental to the economy of the town and would not fully facilitate the promotion of tourism in South Wales. Others raised concerns over the absence of a swimming pool/leisure centre and felt a greater emphasis should have been placed on leisure facilities as a whole.
- 3.7.5 Other comments referred to relatively minor matters such as the provision of covered walkways/shelters along the Promenade for use in inclement weather as well as concerns raised over the long-term maintenance of the seafront and public realm areas of the town.

3.8

Questions 7 to 15 - Key Character Areas

3.8.1

Questions 7-15 of the feedback form allowed respondents to comment directly on the proposals for individual Character Areas.

3.8.2

Table 3.9 ranks the popularity of each character area by the percentage of respondents who either 'strongly agreed' or 'tended to agree' with each proposal.

Table 3.9 – Table to show character areas in order of popularity, ranked by percentage of respondents who answered 'strongly agree' or 'tend to agree,' in response to Questions 7-15.		
Character Area ranked by popularity.	Percentage	Rank
The Promenades	76%	1
The Beach Environment	75%	2
Foreshore Park	70%	3
Harbour Quarter	67%	4
Commercial Core	53%	5
Residential, Leisure and Commercial Quarter	49%	6
Entrance Gateway	48%	7
Eastern Residential Quarter	47%	8
Western Residential	44%	9

3.8.3

There was significant support for those character areas which established or built on a 'public realm' approach to regeneration, particularly those with a strong maritime association. This includes The Promenades, The Beach Environment, Foreshore Park and the Harbour Quarter (ranked 1-4 respectively).

3.8.4

Generally, the Commercial Core, the Entrance Gateway and those areas containing significant proposals for residential units, received less support from members of the public. In respect of these areas respondents raised concerns over matters of design and the construction of residential units on a large scale.

3.8.5

The detailed comments noted in relation to each character area are outlined fully in chapters 7-15. Table 3.10 provides an overview of the all the responses received for Questions 7-15.

Table 3.10 – Questions 7-15. How much do you agree with our proposals for each of the character areas?

Response	Harbour Quarter	Commercial Core	The Promenades	Entrance Gateway	Western Residential	Residential Leisure and Commercial Quarter	Eastern Residential Quarter	Foreshore Park	The Beach Environment
Strongly Agree	63 (32%)	30 (15%)	81 (40%)	37 (18%)	28 (14%)	35 (17%)	39 (19%)	71 (35%)	71 (35%)
Tend to Agree	70 (35%)	77 (38%)	72 (36%)	59 (30%)	61 (30%)	64 (32%)	56 (28%)	70 (35%)	80 (40%)
Neither agree nor disagree	14 (7%)	30 (15%)	11 (5%)	39 (20%)	35 (18%)	37 (19%)	35 (17%)	22 (11%)	15 (7%)
Tend to disagree	14 (7%)	17 (9%)	10 (5%)	20 (10%)	26 (13%)	19 (10%)	18 (9%)	7 (4%)	9 (4%)
Strongly disagree	21 (10%)	20 (10%)	5 (3%)	16 (8%)	22 (11%)	18 (9%)	17 (9%)	5 (2%)	3 (2%)
Not interested/not read section	1 (1%)	1 (1%)	1 (1%)	4 (2%)	1 (1%)	0 (0%)	3 (2%)	1 (1%)	1 (1%)
Don't Know	1 (1%)	4 (2%)	0 (0%)	6 (3%)	4 (2%)	2 (1%)	3 (2%)	1 (1%)	3 (2%)
No comment	15 (7%)	20 (10%)	19 (10%)	18 (9%)	22 (11%)	24 (12%)	28 (14%)	22 (11%)	17 (9%)
Total Number of Responses	199	199	199	199	199	199	199	199	199

3.9

3.9.1

Question 16: General Comments.

Question 16 gave respondents the opportunity to make general comments about the proposals which they had not stated elsewhere. The comments received largely reflected those which had been made elsewhere on the feedback sheet and largely reflect the priorities and concerns previously aired in the feedback form. These are summarised in Table 3.11.

Table 3.11. Issues/concerns raised in responses to Question 16, ranked in order of priority.		
Response/Issue	Number of Respondents.	Rank
The desire to see change in Porthcawl	27	1
Desire for swimming pool/leisure centre	18	2
Concern over number of residential units	10	3
Concern over parking capacity /management	7	4
Desire to see extended harbour/marina facility	6	5
Concern over size/knock-on effect of supermarket	5	6
Concern over design of proposals	4	7
Concern over long-term maintenance of Beach Huts	3	8
Desire to see Park & Ride facility	2	9
Support for relocation of the funfair	1	10

3.9.2

There were 27 overall/general sentiments of support as a result of Question 16, which largely reflected a desire for change within Porthcawl. There was support for the proposed changes to the Beach Environment, although there was reservation amongst respondents over the long-term maintenance of the beach. This issue also applied to the beach huts where three respondents to Question 16 suggested that without a long-term maintenance strategy, the beach huts would attract vandals and detract from the beach/Promenade setting.

3.9.3

Eighteen respondents to Question 16 called for the provision of a swimming pool and felt that such a facility would be necessary in realising the potential of Porthcawl as an established tourist destination.

3.9.4

There was some disappointment over the scaled-down harbour proposals. Six respondents felt that a larger number of berths would help secure the future of Porthcawl

as a seaside resort. Nevertheless, there was support for the overall regeneration of the harbour and the need to transform the area (particularly the Jennings Building) into a 'destination' for residents and visitors' as well as the provision of such facilities as toilets in the Harbour Quarter and seafront area.

3.9.5 In response to Question 16, ten people questioned the need for the proposed number of residential units. There was concern that the regeneration would be led by the construction of residential units, and that the provision of community and social infrastructure in the town would suffer as a result.

3.9.6 There was some concern over the supermarket and proposals for the Commercial Core. Five respondents expressed concern over the visual impact the building might have upon the town as well as the adverse effect it could have on shops and traders in John Street and the retail core. Nevertheless, there was some positive feedback in response to Question 16. One respondent commented: "Anything positive developed in Salt Lake would be of benefit to Porthcawl - at the moment any visitors arriving here are faced with a huge scruffy car park".

3.9.7 Seven respondents had concerns over the issue of car parking. There was a desire to see improved parking in Porthcawl and tighter restrictions along the Promenade. Two respondents also suggested that a Park and Ride could be appropriate for the town as well as the issue of actively enforcing the removal/ticketing of illegally parked cars.

3.9.8 The issue of design was raised in response to Question 16. Four respondents were keen to ensure that new development should be in keeping with the town and the style of design should reflect the Victorian origins of the resort, rather than looking to more 'radical' designs for new buildings.

3.9.9 There was support from one respondent for the removal of the funfair from its existing location. They felt that this would be a positive move which would aid the wider regeneration of the town.

3.10 *Question 17: Strategic Environmental Assessment.*

3.10.1 Question 17 gave respondents the opportunity to comment on the Strategic Environmental Assessment which has been included as part of the Planning Guidance. Of 178 responses to this question 94 people (47%) said that they had read the guidance; 84 (42%) said that they had not. A space for further comment was included as part of the feedback form. The results are summarised in Table 3.12

Table 3.12 – Have you read the Strategic Environmental Assessment?		
	Number of Responses	Percentage
Yes	94	47%
No	84	42%
No Comment	21	11%
Total Number of Responses	199	

3.10.2 Although there were not many written comments received in response to this question, the vision and purpose of the SEA was generally well received. There was a general acceptance that the document would be beneficial for Porthcawl and would go some way towards preparing for the effects of global warming and sea-level rise.

3.10.3 Nevertheless, one respondent commented that “commercial, retail and lack of parking would not help environmental issues, but clouds them and causes pollution”. Another respondent also suggested that a further objective of the SEA should be to “protect and enhance the historic aspects of the town such as the Jennings Building and Dockside”. There was also concern expressed by respondent that the SEA had failed to address the fact that there was an infill tip to the rear of New Road which would be “unleashed” if this ground was upturned.

3.11 Question 18: Source of Information

3.11.1 Question 18 asked respondents how they had found out and were informed about the proposed regeneration in Porthcawl. Of the responses received, a large number of respondents ticked one or more box indicating that they had received information by one or more means. This is accounted for in Table 3.13,

Table 3.13 This questionnaire is widely available-please let us know in what capacity you are answering		
Response	Number of Responses	Percentage
Read the document online	67	17%
Read the document at a library/tourist information centre/at the planning department	77	20%
Read the newsletter sent to all households	70	18%
Attended a public meeting	73	18%
Attended a public exhibition	106	27%

3.12

3.12.1

Question 19: Status of Respondents

Question 19 asked respondents whether they were representing themselves or another group/organisation by filling out the feedback form. The results are summarised in Table 3.14

Table 3.14 Are you answering this consultation on your own behalf, or on behalf of a group or organisation?		
Status of respondent	Responses received	Percentage
Individual	191	95%
On behalf of a group/organisation	5	3%
No comment made	2	1%
As an agent on behalf of someone	1	1%
Total number of responses	199	

3.12.2

By far the majority of responses to Question 19 (95%) were made by members of the public. Of 199 feedback forms, five representations were made by local community groups or organisations. These included Porthcawl Town Council, Porthcawl Athletics Association, “Artworks” (a group of artists within Bridgend Borough) a borough councillor and Porthcawl and District Tourist Association. ‘Artworks’ expressed strong support for the inclusion of public art and sculpture in the scheme which would, they suggested, enhance the sense of ‘place’ in Porthcawl. They also suggested that the inclusion of public realm artwork would go some way in raising the profile of Porthcawl as a tourist destination and raising the profile of arts and cultural provision in the town. There was also one response from an agent, although they did not specify on whose behalf they were responding.

3.12.3

Other representations were also made elsewhere in the feedback form where groups/organisations did not specifically identify themselves in response to Question 19. Porthcawl Town Council expressed concern that a swimming pool/leisure centre was not included in the proposals for the regeneration of the town as well as expressing concern that the footprint of the proposed superstore was too large and would visually dominate the town. Trinity Care Club raised some concerns over healthcare provision within the community hub. The organisation suggested that the facility should offer opportunities for people with learning disabilities as well as offering educational and leisure facilities.

3.13

3.13.1

Question 20: Indicative Age Range

Question 20 asked individual respondents to give a broad indication of their age by ticking one of three boxes. This was carried out in order to establish the general cross section of respondents to the questionnaire. Over half of the individuals (55%) responding to Question 20 said that they were 55+. 64 respondents (32%) said they were in the “35-54” age range and 16 people (8%) said they were in the “16-34” age range. Ten people gave no answer, either out of personal choice or because they were representing a group/organisation. The results are summarised in Table 3.15.

Table 3.15 If you are an individual, could you indicate which age range you are in.		
Age range	Number of respondents	Percentage
55+	109	55%
35-54	64	32%
16-34	16	8%
No answer given	10	5%
Total number of responses	199	

3.14

3.14.1

Question 21: Origin of Respondents.

Question 21 of the feedback form asked respondents to specify whether they lived in Porthcawl, worked in Porthcawl or whether they visited the town for leisure/recreation purposes. The results reveal that by far the largest proportion of responses (84%) was from those who lived in Porthcawl. Those who visited the town for leisure/recreation purposes accounted for 10% of respondents and those who worked in the town accounted for 5% of total respondents.

3.14.2

Of the 9 respondents who marked the “other” tickbox (5%) in response to question 21, seven gave no reason for not doing so. Of the remainder, one respondent was a representative of Porthcawl Town Council whilst the other owned a commercial property in the town. The results are summarised in Table 3.16.

Table 3.16 Please indicate whether you live here, work here, are visiting here or "other".		
Response	Number of Respondents.	Percentage
Live in Porthcawl	168	84%
Visit Porthcawl for leisure/recreation	20	10%
Other	9	5%
Work in Porthcawl	2	1%
Total number of respondents	199	

4 Letters received

4.1

Introduction

4.1.1

In addition to the 199 feedback forms received as a result of the community consultation 53 letters were also received. These have been analysed separately, as they do not necessarily follow the layout of the feedback form. A summary of feedback received by letter appears in Appendix D.

4.2

Key Comments

4.2.1

Table 4.1 summarises the key issues raised in the letters

Table 4.1 - Summary of key issues raised in letters		
Issue/Concern	Number of respondents	Rank
Absence of a swimming pool/leisure centre	18	1
Support for general provision of general leisure facilities in Porthcawl	10	2
Concern over the availability and management of parking in proposal	9	3
Concern over siting/design of supermarket	8	4
Concern over design/scale of Harbour Quarter	8	5
Concern over provision of additional residential units	7	6
Concern over effect of development on local schools	6	7
General concern related to The Promenades	5	8
Concern relating to building heights	4	9
Disappointment over absence of a marina/increased number of berths in the Planning Guidance	4	10
Concern over maintenance of public realm areas	4	11
Concern over loss of strategic views	4	12

4.3

Swimming Pool.

4.3.1

Of 53 letters received, there were 18 which made reference to the siting of a swimming pool in Porthcawl. Although some members of the public thought that the proposed “leisure facility” in the harbour referred to the provision of a leisure centre, there appeared to be strong support for a swimming pool facility.

4.3.2 The majority of the comments made a general plea for a swimming pool in Porthcawl rather than specifically in one of the leisure buildings indicated in the Planning Guidance. However, one respondent called for a swimming pool to be located in the proposed leisure building in the harbour area. One respondent agreed, having reflected on the information provided at the exhibitions, that a swimming pool was not a top priority.

4.4 *General Leisure Provision*

4.4.1 There was strong support from 10 letter respondents for the enhancement of general leisure facilities in Porthcawl, particularly wet weather facilities. There was disappointment expressed by some respondents that enhanced wet-weather facilities did not appear to be part of the regeneration initiative. One respondent called for the improvement of facilities for surfers at Coney Beach whilst another suggested that a bowling/entertainment facility for the town would improve its leisure provision. There was concern expressed by two respondents over the need to provide leisure facilities for youths and children as a part of the new development.

4.5 *Car Parking/Traffic Management*

4.5.1 Nine references were made to the issue of parking and traffic management in letters received from the public who had concerns over the current levels of congestion in the town. Concern was raised over provision for the expected increase in cars and vehicles as a result of increased residential units and commercial uses. In particular, respondents were concerned about the effect upon on-street parking, particularly outside the regeneration area boundaries.

4.5.2 There was also concern raised over the ability of buses to safely navigate new transport proposals, particularly those on New Road as well as the importance of providing parking spaces for coaches and buses. Respondents also noted that adequate provision should also be made for caravans and motor-homes and suitable parking restrictions imposed upon them, particularly along the seafront. One resident called for more consideration to be given to the potential for underground parking.

4.6 *Supermarket.*

4.6.1 Eight letters of a total of 53 received, made reference to the provision of a supermarket within the Commercial Core. These all approached the supermarket concept with caution with concern being raised over the viability of the facility as well as its likely effect on local traders and retail outlets. There was also concern that the scale of the supermarket would unduly affect the character of the town.

4.7

Harbour.

4.7.1

Of 53 letters received from the public, 8 specifically made reference to proposals for the Harbour. Despite support for a smaller Marina from one respondent, there was obvious disappointment that the proposal for the larger Marina had not got the 'go ahead' as part of the Planning Guidance. Four respondents suggested that the reduced capacity for berthing of leisure craft, yachts and fishing vessels would inhibit the successful regeneration of the harbour area as well as its possible inability to cover revenue and labour expenditure.

4.7.2

Concern was expressed over the possible restriction of public access to the harbour and slipway as a result of the regeneration proposals, as well as the possible reduction in the time available each day in which to enter and exit the harbour. In addition, two respondents emphasised the importance of maintenance and daily cleaning of the harbour facility.

4.8

Residential Provision.

4.8.1

Seven letters expressed concern over the increased provision of residential units in Porthcawl and the effect that it would have on the infrastructure of the town. Respondents felt that the sheer number of new houses was simply too high, with concerns expressed over the ability of local schools and community services to cope with an increased demand.

4.9

Building Heights & Design.

4.9.1

Eight letters of a total of 53, expressed concern over the design of new buildings in the town as well as the proposed building heights. One respondent considered that 4-5 storey buildings would not be appropriate within the regeneration area. Indeed, three respondents suggested that design should reflect the height, density and massing of existing Victorian buildings within the town and should not encourage unduly 'modern' architecture in the town. Such was particularly the case for one correspondent who asked that the leisure building should be more traditional in appearance rather than being 'modern'.

4.9.2

One respondent suggested that the two recessed windows proposed for the buildings facing onto Eastern Promenade will result in a lack of air circulation and stifling conditions in south facing rooms in hot weather". One respondent also emphasised the need to incorporate energy saving and energy generation devices into the design of the new buildings.

4.10

4.10.1

Fairground.

Four letters of a total of 53 made reference to the Funfair, currently located to the eastern boundary of the development area. Of these, two respondents called for the retention of the funfair in its current position, one citing the facility as “Porthcawl’s main visitor attraction”. Of the remaining two, one respondent called for the development of the facility into a “traditional funfair that is safe and exciting to use”. The remaining respondent contrasted this view by suggesting that a “temporary fair at the Foreshore Park would devalue the development” and that “Porthcawl should strive for a more cosmopolitan feel in order to attract better quality businesses and services”.

4.11

4.11.1

Further Issues

There were a number of other issues which were raised by letters received from members of the public. Although such issues were not mentioned as frequently as those listed above, they closely correspond with significant concerns raised as a result of other means of feedback, most notably the feedback form itself. The further issues are listed below.

- There was concern raised by six respondents over the ability of schools in Porthcawl to absorb the expected increase in population;
- Four respondents were concerned about the loss of sea views as a result of the proposed regeneration initiative;
- Four respondents expressed concern over the future management and cleaning of public realm areas;
- Three respondents expressed their reservation over the provision of ‘zany’ beach huts;
- Two respondents expressed concern over the effect of increased traffic and congestion on New Road; and
- There was a request from one respondent to make the proposals ‘greener’ with more planting and landscaping being an integral part of the Planning Guidance.

4.12

4.12.1

Letters from Organisations

As part of the consultation process, there was the opportunity for organisations in Porthcawl to comment on the Draft Planning Document. As a result, fourteen letters were received. The key concerns and issues raised are summarised below. These responses are outlined in full in Appendix D.

Welsh Water

- It is unlikely that sufficient capacity exists in the public sewerage system to accommodate the additional flow of foul sewerage; and
- The proposed development is in an area in which there are water-supply problems, for which there are no improvements planned.

Porthcawl Civic Trust Society (three letters received in total)

- Buildings which exceed 3-4 storeys are 'alien' to the character and setting of Porthcawl;
- The provision of a 'contemporary' building in the Harbour Quarter does not harmonise well with the Conservation Area and historic setting of this character area;
- Car parking capacity should not be reduced as it will lead to traffic management problems and congestion; and
- The proposed leisure building should contain a swimming pool.

Porthcawl Town Council.

- There is no swimming pool/leisure centre included in the proposals for the regeneration of Porthcawl;
- Cosy Corner should be assigned a more innovative use;
- Housing density needs to be reduced as part of the proposals;
- Attention needs to be paid to the effect of increased residential units on services such as schools; and
- More attention should be paid to the effect of increased traffic flow in Porthcawl.

South Wales Police

- The parks and open areas should seek to safeguard safety by securing accepted design principles.

Aldi Stores Limited

- The development of a single large food store would lead to domination of the town centre and would not extend competition and choice to the consumer

Porthcawl & District Tourist Association (PDTA)

- PDTA is concerned over the proposal to compulsorily purchase land owned by the Hi Tide Inn, in order to construct the Promenade; and
- The Promenade should not be developed as a road.

Knight Frank/Hi Tide Inn

- The loss of land required for successful operation of the Hi Tide Inn could result in the loss of more than 100 jobs; and
- It is suggested in the Draft Planning Document, that the Promenade will be for vehicular use.

Roger Tym & Partners/Somerfield Stores Limited

- Supplementary Planning Guidance should not be used to specify the size of the proposed supermarket.

Welsh Assembly

- The proposals in the Draft Planning Guidance should seek to deliver a true mixed use site where land uses are not side-by-side or separated;
- Proposed buildings should enhance the character of the Porthcawl Conservation Area and the historic setting of the town; and
- New properties should conform to the highest standards of design and sustainability criteria.

Bridgend Tourist Forum

- Porthcawl should have a wet-weather attraction (preferably a swimming pool).

Griffin Park Community Centre

- Will Griffin Park Community Centre be demolished under the regeneration proposals?

Sustainable Wales (SW)

- More emphasis should be placed on sustainable development within the Draft Planning Guidance;
- Local history and nomenclature should be reflected in the choice of names for parts of the development;
- More emphasis should be given to the introduction of independent/mixed-use trader units; and

- The economic argument for a supermarket in Porthcawl needs to be made clearer.

5 General Comments.

5.1

Introduction

5.1.1

This Chapter provides a summary of the general comments raised and their associated responses and actions. It focuses on those comments which do not apply to a specific character area.

5.2

The Need for Change

5.2.1

The overwhelming comment, made both verbally by those who attended the public exhibitions and in writing via the feedback forms and letters was that respondents were keen to see the proposals for Porthcawl's Waterfront move forward. The majority of people seemed to feel that 'something' needed to be done to improve the waterfront and reinvigorate the town as a whole. Whilst many people showed frustration that plans had yet to deliver on site, people were nonetheless supportive of the overall concept of regeneration and redevelopment. Hence, in most cases, people's comments were related to matters of specific detail.

5.2.2

The following comments, made via the feedback form, provide a good summary of the sentiments echoed by many.

5.2.3

"Overall I think this kind of investment in Porthcawl is long overdue"

5.2.4

"At last a vision for an eyesore area of Porthcawl to bring it in line and better than other old dock redevelopments in south Wales e.g. Barry, Penarth, Aberavon, Swansea and Llanelli. Go for it!"

5.2.5

"This project is long overdue for all people not only those who live in Porthcawl".

5.2.6

However, respondents called for further detail on the likely timescales for delivery.

5.2.7

Response - The Planning Guidance cannot provide a detailed timeline at this stage. Such a large scale development could take up to 10 years to complete, and further work in consultation with a chosen developer will be required to develop a detailed implementation programme. It is envisaged however that the major highway works and parts of the flood

defence proposals would have to be undertaken before significant development proceeded.

5.2.8 **Action** - *No change to the Planning Guidance required.*

5.3 Residential Numbers and Densities

5.3.1 A common concern raised related to the scale of residential development proposed. A number of residents felt that the proposed 1,350 dwellings was too many, and consequently that the proposals were too focussed on residential development.

5.3.2 **Response** - *The proposals outlined in the Planning Guidance are in accordance with national policy, which strongly favours development on brownfield land. The proposed number of residential units has been carefully determined with regard to a number of factors including consideration of planning policy, urban design issues, traffic impact, social and community needs and the property market.*

5.3.3 *Highway modelling has allowed BCBC to show that the existing and new roads/traffic management measures will be able to accommodate forecast future traffic.*

5.3.4 *The proposed residential element therefore reflects a model of sustainable urban design and reflects government policy through the creation of a relatively low density of residential provision.*

5.3.5 **Action** - *No change to the Planning Guidance required.*

5.4 Receipts from Land

5.4.1 A number of people in their letters and feedback forms, queried where the receipts from the sale of the land would go. People recognised that much of the land within the Waterfront regeneration area is Council owned and is open for access. A number of people expressed concern that if these open areas were to be redeveloped, the community should see, in their opinion, more visible benefits arising from the reinvestment of monies generated by the sale of the land. For example, one respondent wrote:

5.4.2 *“You are taking away a vast land at Sandy Bay which belongs to the people of this town. From the receipts, you must give*

back a top class leisure centre, swimming pool and other all-weather facilities serving both the locals and also attract visitors.”

5.4.3 This view was echoed in a petition signed by 34 residents. This stated that money should be ring-fenced for use in Porthcawl.

5.4.4 **Response** - *The Planning Guidance provides a justification for a whole range of required infrastructure and other community benefits to be provided by means of developer contributions. These include enabling infrastructure such as sea defences and highways, affordable housing, education facilities, sports, open space and community facilities, beach management, public art, and many others. As the scheme is further worked up, these requirements will be developed into a Section 106 Agreement that will be attached to the relevant planning consents.*

5.4.5 **Action** - *No change to the Planning Guidance required.*

5.5 New Road

5.5.1 Concern was raised over the impact of increased traffic and public transport on New Road and its impact on this residential area indeed, it was suggested that New Road should be the subject of traffic calming and enforcement measures. This issue was raised at the public meeting.

5.5.2 **Response** - *An important part of the preparation of the Planning Guidance has been a detailed Traffic Assessment. This has demonstrated that the proposals can be taken forward without adverse impact on the local highway network.*

5.5.3 *The Planning Guidance envisages that only a small proportion of the new residential area would take access from New Road. It also recognises that New Road might return to being an important bus route and requires developers to put forward appropriate proposals for improved traffic management, which will include the replacement of existing traffic calming features.*

5.5.4 **Action** - *No change to the Planning Guidance required.*

5.6

Parking

5.6.1 The management and provision of parking throughout the regeneration area was a common concern expressed in writing and also verbally through the questions posed to Council staff at the public meeting.

5.6.2 In response to Question 5, parking was seen as a major issue by respondents (ranked joint first), with 31 people raising issues or concern about parking proposals and management in the regeneration area. Feedback from letters showed a similar trend, with 9 people expressing concern over the availability and management of parking in the town.

5.6.3 Other concerns related to the adequate provision of parking in the town as a result of increased pressure from the supermarket and increased visitor numbers to the town. It was also apparent that some respondents felt that residential amenity could be jeopardised by the provision of on-street parking in predominantly residential areas. This was in addition to interest from respondents in the provision of a Park and Ride facility for the town in order for pressure for parking capacity in the town to be reduced.

5.6.4 ***Response - The Traffic Assessment included a detailed review of parking issues. The results of this assessment are summarised in the draft Planning Guidance. The Parking Study shows that the 690 space car park proposed within the Commercial Core will be sufficient to cater for the existing town centre and the proposed retail, community and leisure uses. However, the Guidance acknowledges that this provision will not cater for the limited number of peak days each year when demand is particularly high and indeed, that to do so would be unrealistic. Recognising the need for peak time parking, a Park and Ride Study was commissioned - this identifies a number of potential sites on the outskirts of the town.***

5.6.5 ***Residents' concerns about potential additional pressure on existing residential on-street parking are noted. As detailed proposals come forward for individual parts of the site developers will be expected to demonstrate robust proposals for residential parking - as part of this process consideration will be given to the potential need for enhanced parking restrictions/residents parking schemes on adjacent streets in order to avoid potentially adverse knock-on effects.***

5.6.6 **Action - No change to the Planning Guidance required.**

5.7 Community Facilities

5.7.1 In the written feedback there was concern raised amongst respondents over the impact of an increased population on the social and community infrastructure in Porthcawl. This issue was also raised at the public meeting.

5.7.2 This was particularly the case with Newton Primary School and Porthcawl Comprehensive School, where respondents feared that they would not be able to cope with increased demand amongst the expanded population. This view was echoed in a response from Porthcawl Town Council who suggested that adequate public and social amenities (such as nurseries and schools) should be provided as part of the proposed regeneration of the town. One respondent commented:

“The people already resident in Porthcawl do not seem to be benefiting from this proposal. If we are not going to have a marina why should we have a substantial number of houses built in Porthcawl which will put an extra demand on our existing schools, medical services and an increase in the traffic congestion.”

5.7.3 There was also a similar concern amongst letters received and from feedback forms that the existing health facilities in the town would struggle to cope with an increased demand from an expanded population.

5.7.4 **Response - The Planning Guidance sets aside a parcel of land for the potential expansion of the adjacent primary school and states that developers will be expected to provide Section 106 contributions towards both primary and secondary school facilities. The educational authority is satisfied that the land set aside for expansion of the school within the draft Planning Guidance, is sufficient.**

5.7.5 *Discussions are currently underway between the Council, local GPs and the Primary Care Trust (PCT) about future health care provision in Porthcawl. The importance of delivering enhanced facilities is noted but the nature of this provision will depend on decisions taken by the PCT. The draft Planning Guidance makes provision for an improved health care facility in the buildings that will surround the new Entrance Gateway.*

5.7.6 **Action - No change to the Planning Guidance required.**

5.8 ***Affordability of Housing***

5.8.1 One of the common questions asked at the public exhibitions related to the affordability of housing. In the written responses, two respondents felt that inadequate provision was made for housing for young families and ‘first-time buyers’ in Porthcawl. This was echoed by one respondent who felt that the current residents of Porthcawl should be given priority in purchasing plots of land in the residential areas of the town.

5.8.2 **Response - The Planning Guidance notes that developers will be expected to deliver an on-site provision of affordable housing.**

5.8.3 **Action: No change to the Planning Guidance required.**

5.9 ***Flood Defences***

5.9.1 There was general support for the provision of sea defences along the seafront. This issue was ranked 11th in response to Question 4 and it is apparent that this feature was a welcome addition to the regeneration proposals. Respondents welcomed the safeguarding of the additional residential units proposed for the town as well as potential that the structures had for rejuvenating the Promenades and Beach Environment.

5.9.2 One respondent noted the importance of blocking the ‘dip’ in the height of the seafront at the end of Mackworth Road as part of the flood defence scheme and the subsequent long-term safeguarding of residential properties behind. There was also concern from a handful of respondents that the flood defences should not be funded by sale of the land from Sandy Bay for development. Rather, the flood defences should be funded by the developers themselves.

5.9.3 **Response - support for the flood defences is noted. Indeed, this is an important objective of the draft Planning Guidance. The draft Planning Guidance already states, on page 39, that developers will be expected to fund the works.**

5.9.4 **Action: No change to the Planning Guidance required.**

- 5.10** ***Building Heights.***
- 5.10.1 A number of residents expressed general concern over the proposed building heights throughout the regeneration area, particularly those buildings which are proposed for the seafront areas and Commercial Core. In their response to Question 5 of the feedback form, 24 respondents specifically mentioned the building heights within the regeneration area as something they disliked or had concerns about. Of letters received from members of the public, 4 people had similar concerns.
- 5.10.2 ***Response - The Planning Guidance provided, in Section 3.7, Figure 3.9, details of the proposed building heights. These were established having regard to design and density issues, as well as consideration of property demands and land values. Hence taller buildings are proposed along the seafront in order to provide enclosure to the Promenades and to maximise the number of residential properties that would benefit from attractive sea views.***
- 5.10.3 *The majority of proposed building heights are broadly in scale with the height of existing buildings on the seafront, where there are already buildings of 4 to 5 storeys in height.*
- 5.10.4 *Figure 3.9 is intended to indicate maximum building heights and should not be taken to imply that buildings will be a consistent height along a frontage. Indeed, it is envisaged that building heights will vary within development blocks and along key frontages in order to ensure variety and rhythm- hence development blocks notated as 5 to 6 storeys in height may have lower elements in between higher sections.*
- 5.10.5 *Figure 3.9 contained one error. In the draft Planning Guidance the leisure building to the north of the harbour was indicated as a 5-6 storey building - this should have been notated as 3-4 storey maximum.*
- 5.10.6 ***Action - Three actions are required:***
- *Text will be added to Section 3.7 to clarify that the building heights shown on Figure 3.9 are intended to be maximums;*
 - *Elsewhere, where text refers to minimum building heights this will be revised to consistently refer to maximum heights;*

- *Figure 3.9 will be revised to indicate a 3-4 storey building to the north of the harbour.*

5.11

Further Details

5.11.1

At the root of many respondents' comments was a call for more information about the detail of the proposals. People expressed concern that proposals were 'sketchy' and were keen to see further details about how buildings might look, their exact position and their precise function.

5.11.2

Response - *The Planning Guidance is intended to provide a framework which will form a basis for the development of detailed proposals. At this stage it is therefore not possible to provide specific details - indeed this would not be appropriate within an SPG. These details will emerge through the detailed design and planning application stages and there will be further opportunities for consultation with the community.*

5.11.3

Action - *Text will be added to the end of the document to more clearly explain the next steps. This will help to clarify the process that will be followed to engage with developers over the detail of proposals for specific areas. It will also set out how and when residents will be able to make specific comments.*

5.12

Next Steps

5.12.1

The draft Planning Guidance did not set out how the proposals for redeveloping the Waterfront area would be taken forward through the planning process. Following questions posed at the public exhibitions and feedback received via other meetings, including from the Design Commission for Wales, an additional section, to be added to the end of the document, has been drafted.

5.12.2

Action - *The following text will be added as a new section - 3.18 Next Stage – Implementation*

5.12.3

The public consultation exercise and the observations from the Design Commission for Wales have been generally supportive of the strategy subject to the delivery of a quality development. In order to deliver this the planning system needs to be proactive and mechanisms created to control the development as it proceeds. The early and continual

involvement of the planning authority, developer and design teams in this process is essential.

5.12.4

Initially it is anticipated that an outline planning application will be pursued by either the landowners or the consortium / single developer who will be responsible for facilitating the development of the entire area or major phases of it as covered by this SPG. The application will confirm the general spread and scale of the main elements of development. The SPG will form the basis for the outline consent. The outline planning application will be subject to a suite of planning obligations through a comprehensive Section 106 agreement, which will include the developer accepting attendance at progress review meetings relating to the progress of the development on the land. These meetings would address the masterplan process outlined below and wider issues such as:

- infrastructure works*
- the submission of further planning applications*
- the implementation of planning permissions*
- quality auditing*
- thresholds and the fulfillment of the planning conditions and Section 106 obligations .*

5.12.5

The purpose of these meetings would be to keep the local planning authority fully informed as to the progress of development and to provide a vehicle for the discussion of matters associated with the preparation and submissions of the sub area master plans. Such a process will enable the developer and local planning authority to work together to overcome any problems or issues as they arise and deliver a quality product.

5.12.6

The Development Framework is intended to inform the next stages of the regeneration/development process. Following the outline consent anticipated above this will involve the preparation of more detailed site-specific proposals, in the form of master-plans. These will need to be submitted to, discussed with and approved by the Authority prior to the submission of full or reserved matter applications.

5.12.7 *The master-plans will need to be detailed enough to provide a clear, coherent and practical framework for the consideration of planning applications for the individual parts of the site, developing on the broad concepts in the SPG.*

5.12.8 *The form and content of these detailed master-plans will generally be at a scale of 1:1000/1:500 and include information on the following:*

- *More detailed disposition of land uses;*
- *Phasing arrangements;*
- *Landscape strategies ; open space/landscape concepts to establish landscape strategies appropriate to the different character areas to include design statements as to treatment of boundaries (but detailed layout plans and planting specifications shall be reserved for reserved matters applications)*
- *Detailed location, layout and land use arrangements for the retail store/environs;*
- *Public art proposals;*
- *Lighting proposals;*
- *Infrastructure works;*
- *Affordable and market-entry housing;*
- *Design and layout of character areas and environs;*
- *Design concepts for each character area/environs (including streetscapes, building massing, scale, architectural approach, focal points, intermediary and landmark buildings, public spaces, materials); and*

Sustainable design and construction.

6 Swimming Pool and Leisure Facilities

6.1 *Introduction*

6.1.1 By far the most frequently mentioned concern in the verbal comments received at the exhibitions and the written comments noted on feedback forms and letters, related to the fact that the Planning Guidance does not make provision for a swimming pool within the Porthcawl Waterfront redevelopment area. In addition, four petitions on this subject were received as part of the consultation process and this issue was also raised at the public meeting. This section therefore deals specifically with this issue.

6.2 *Swimming Pool*

6.2.1 Table 6.1 provides an overview of the number of responses that called for the provision of a pool.

Table 6.1 - Number of responses that called for the incorporation of a swimming pool

Response mechanism	Number that called for a Swimming Pool
Feedback forms	86
Letters from members of the public	18
Petition for swimming pool from residents/visitors or Porthcawl	3686
Petition for swimming pool from youth of Porthcawl	1227
Additional petition	34
Petition calling for a swimming pool/leisure centre	77
Total	5128

6.2.2 There is clearly strong feeling amongst the residents of Porthcawl about the perceived need and demand for a new swimming pool. The majority of residents who mentioned the need for a pool commented that the existing facility at Trecco Bay was inadequate. Many also felt that a pool would be popular with tourists and would provide a much needed wet weather attraction.

- 6.2.3 Residents clearly feel that Porthcawl has been overlooked in terms of leisure provision and many expressed disappointment that their expectations had been raised in the past. A number of residents referred to funds collected in the 1960s and 1970s to part fund a pool and felt frustrated that these monies had not been put towards their intended use.
- 6.2.4 The strength of feeling about this issue is demonstrated through the frequency with which it was mentioned, unprompted, in the feedback forms, and also in the sheer numbers of people who signed the various petitions which were handed to the Council. Full details of the petitions are included in Appendix D.
- 6.2.5 In their formal responses to the consultation, Porthcawl Town Council, Porthcawl Civic Trust and the Bridgend Tourist Forum all called for the provision of a swimming pool.
- 6.2.6 Many respondents went further to say that they felt that a swimming pool should be provided as part of a new leisure centre complex for Porthcawl. Again they felt strongly that indoor sports and leisure facilities were important, both for the local community, and to support the tourism offer.
- 6.2.7 A number of residents misinterpreted the Planning Guidance and took the notation 'leisure' on the various plans to mean 'leisure centre'. At the public exhibitions staff made it clear to members of the public that the leisure allocations within the Planning Guidance could take on a number of forms, most likely a form of commercial leisure offer.
- 6.2.8 ***Response – There is no allocation made within the Planning Guidance for a swimming pool to be provided and run by the local authority. If, however, a private developer were to come forward with a high quality proposal for a swimming pool as part of the submission to develop the wider site then it could be considered.***
- 6.2.9 ***Action - Text will be added to the Planning Guidance to confirm that a swimming pool could be considered if put forward as a proposal by the private sector.***

6.3

Leisure Facilities

6.3.1

The feedback forms and letters make a number of suggestions for the types of leisure facilities that people would like to see:

- One person called for the creation of an artificial reef to encourage surfing and to attract surf competitions which, they felt, would also bring investment;
- Four respondents also mentioned that facilities for surfers be developed on a smaller-scale, in order to encourage the sport in the town;
- Three people mentioned the provision of a gym (this was also mentioned verbally by a number of people who attended the public exhibition);
- Seven people mentioned the provision of a skate park in the town; and
- Two people mentioned that a tidal swimming pool/lido should be built on the beach.

6.3.2

Response - These requests are noted. Surfing facilities and tidal swimming pools are unlikely to be viable. However, the other suggestions will be considered by Council officers as they progress with work to firm up on the nature of leisure provision required in the town.

6.3.3

Action - No change to the Planning Guidance required.

7 Harbour Quarter

7.1

Overview

7.1.1

Overall the feedback received from members of the public showed a good level of support for proposals concerning the Harbour Quarter area. The headline figures show that:

- 133 respondents (67%) who completed the feedback form either ‘strongly agreed’ or ‘tended to agree’ with the proposal for the Harbour Quarter. 35 respondents (17%) ‘tended to disagree’ or ‘strongly disagreed with the proposal;
- In response to Question 4, 48 people mentioned the harbour as one of the elements of the proposals that they particularly liked.
- Respondents noted that the layout of the harbour, the provision of pedestrian routes all the way around the harbour, the refurbishment of the Jennings Building, improvements to Cosy Corner and the retention of permanent water were all positive features;
- Thirteen responses to Question 5 of the feedback form suggested that, whilst not necessarily objecting to the proposals in principal, respondents nevertheless had concerns about the Harbour Quarter. This was also reflected in letters received where 8 people had similar concerns and in response to Question 16, where 6 people felt that the proposals for the harbour were not satisfactory. At the public meeting a number of residents expressed disappointment that the proposals would not deliver a larger marina.

7.2

Marina

7.2.1

The responses from letters and feedback forms show that people were largely supportive of the harbour proposals. However, responses suggested that a number of people had concerns. The most commonly noted concern related to the scale of the proposals and the desire to see provision of a marina. Seven people who completed the feedback form expressed disappointment that a Marina was no longer proposed.. This was reflected in letters received where 4 people called for a marina and in response to Question 16 where 6 people expressed a similar concern. The main reason given was that the absence of a Marina and enhanced number of berths

would affect the viability of the Harbour Quarter and would not fully exploit the potential of the town as a tourist attraction.

7.2.2 **Response-** *The most important consideration in the Marina debate has been to ensure that any scheme proposal can be delivered. An earlier study undertaken by consultants looked at a number of Marina options, including the engineering feasibility and estimated costs associated with each. Further investigations undertaken have shown that a major Marina development is not financially viable.*

7.2.3 *The proposals included in the draft Planning Guidance aim to enhance the existing harbour environment and surrounding area and, despite delivering fewer berths, will nevertheless be an significant catalyst for regeneration.*

7.2.4 **Action -** *No change to the Planning Guidance required.*

7.3 *Leisure Facilities*

7.3.1 There was widespread support for leisure facilities in Porthcawl. Respondents stated that the enhanced leisure opportunities was something that they particularly liked about the proposals for the Harbour Quarter and wider regeneration area. This was reflected in 21 positive responses from Question 4 and 10 positive responses from letters received.

7.3.2 Nevertheless, there were 18 responses to Question 5 who expressed concern over the extent of leisure facilities proposed as part of the regeneration initiative. A number of people expressed concern that details of the leisure uses were sketchy and called for more information. In particular, there was anxiety expressed over the height of the signature building in the Harbour Quarter. In addition, it was expressed that the regeneration proposals did not provide enough wet-weather facilities for the town and did not encourage leisure pursuits (i.e. surfing) which are largely focused on the Beach Environment.

7.3.3 Of 252 responses (199 feedback forms and 53 letters) received from members of the public a significant number called for a swimming pool/leisure centre as part of the regeneration initiative. This was reflected in a total of 86 responses from the feedback form, 18 responses from letters received and 18 responses to Question 16 of the feedback form. However,

there was some confusion apparent over the likely use of the leisure facility, with some consultees mistaking a “leisure facility” for a “leisure centre”. Nevertheless, there appeared to be support for a swimming pool within the leisure building in the Harbour Quarter or at an alternative location in the town.

- 7.3.4 A further four people expressed concern about the proposed nature of leisure facilities to be provided and explicitly asked that this should not be ‘slot machines’.
- 7.3.5 **Response-** *investigations are continuing regarding the most sustainable and feasible leisure operation on the site. The intention is that there be a leisure facility in place that is attractive for use by residents and visitors and that the town obtains the economic benefits that would arise from such an attraction. Work is now being undertaken to firm up ideas, and meetings have already taken place with potential operators/developers of the facility. Additional detailed work will look into the feasibility of any ideas and how they can be brought to fruition in partnership with leisure operators.*
- 7.3.6 *The precise nature of facilities to be provided within the leisure buildings will form a part of the planning process and there will be further opportunity for residents to comment on specific uses in due course.*
- 7.3.7 **Action -** *Add text to the Planning Guidance to clarify that the leisure building to the north of the harbour is not intended to be a leisure centre but instead is envisaged as a wet weather, year round flagship attraction and that further work is require to look in more detail at potential uses for this building.*
- 7.3.8 A number of respondents questioned whether the leisure building north of the harbour could become a swimming pool if a commercial operator could be found.
- 7.3.9 **Response-** *There is no allocation made within the Planning Guidance for a swimming pool to be provided and run by the local authority. However, if a private developer were to come forward with a high quality proposal for a swimming pool as part of the submission to develop the wider site then it could be considered alongside other proposals.*

- 7.3.10 **Action** - Add text to the Planning Guidance to clarify that proposals for a swimming pool could be considered, if put forward by the private sector.
- 7.3.11 A number of feedback forms and letters questioned why it was important for the leisure building to be of a 'signature' contemporary design and called for a more traditional approach. The Porthcawl Civic Trust Society also expressed concern that a contemporary design may not be sympathetic to the Conservation Area. Others felt that a modern building could be appropriate for the area as long as it was in keeping with the Jennings Building and paid regard to the adjacent Conservation Area.
- 7.3.12 **Response** - The guidance shows images of the building as a contemporary structure, which are intended to be artistic impressions only. The architecture of the building will be the subject of further detailed planning applications, and further comments will be welcomed at that stage.
- 7.3.13 **Action** – Text on page 24 will be adapted in order to clarify that the signature leisure building should respect and enhance the adjacent Conservation Area; Reference to enhancement of the historic character of the Harbour Quarter on page 24 of the Draft Planning Document, will include specific reference to the inclusion of the Jennings Building; The word "contemporary" will be deleted from page 24 in order to ensure that other architectural/design options are not discounted from the design of the signature building.
- 7.3.14 The Porthcawl Civic Trust expressed concern about the potential height of the proposed leisure building to the north of the harbour - indicated as 5-6 storeys on Figure 3.9 but depicted as 3 storeys in the various photo montages.
- 7.3.15 **Response** - As noted in Section 5, Figure 3.9 contained an error - the leisure building should have been depicted as 3-4 storeys.
- 7.3.16 **Action** - Figure 3.9 will be revised to indicate a 3-4 storey building to the north of the harbour.

- 7.4** *Operation/Maintenance of the Harbour*
- 7.4.1 A number of letters and feedback forms received from members of the public made specific reference to the operation of the harbour. 13 comments received through the feedback forms and 8 letters respondents expressed concern that the proposals did not include a sufficient number of berths to match demand and that access to local boat-owners would be restricted as a result of the proposals for the enhanced harbour. There was also concern raised over the on-going maintenance and cleaning of the harbour area once the regeneration proposals had been implemented.
- 7.4.2 **Response** –*Work undertaken since the publication of the draft Planning Guidance has meant that the idea of a fixed sill to regulate the water level in the harbour has been replaced by a gate.*
- 7.4.3 *Installation of a gate and pontoons will enable the maximum number of berths to be provided and will safeguard maximum use of the existing harbour within limits imposed by tidal movements.*
- 7.4.4 *Detailed operational issues of the harbour are not intended to be part of this Planning Guidance and will be addressed as part of detailed design/operational matters. Management of the harbour will be carried out by BCBC and the Harbour Authority.*
- 7.4.5 **Action** – *The harbour entrance will be operated by a Caisson gate. Therefore, reference to “sill” on pages 20-24 of the draft planning document will be replaced by “gate”;*
- 7.5** *Jennings Building/Cosy Corner*
- 7.5.1 The proposals for the Jennings Building and Cosy Corner were well received, although there were very few detailed written comments were made about either proposal. Both were frequently listed in feedback received; in response to the Question 4 of the feedback forms, 12 people mentioned the re-use/adaptation of the Jennings Building as something they particularly liked about the proposal. This was also mentioned in 3 letters received. Of 4 responses relating to the proposals for Cosy Corner, three positive responses made via the feedback form and another was made via the letters received.

- 7.5.2 Feedback received from members of the public reflected support for the adaptation of the Jennings Building as a leisure facility. One letter suggested that this historic structure was “turned into a vibrant interactive venue, which would be profit-making, self-sufficient, as well as fitting in with the harbour and sea-theme at this end of town”. Another respondent suggested that “if a revitalised Jennings Building could be provided in such a way as to serve the landing stage, more sailings may be encouraged”.
- 7.5.3 In reference to Cosy Corner, one respondent suggested that the landward side should have a roof extension or awning so that the space would benefit from shade, and be protected from the rain. They also suggested that the amphitheatre suggested for Cosy Corner should be covered.
- 7.5.4 ***Response – The specific leisure uses appropriate for the Jennings Building will be considered as part of a detailed planning application. However, any internal or external alterations to Jennings Building in order to incorporate leisure uses would be limited as the structure is listed and adjacent to a Conservation Area.***
- 7.5.5 ***Action - No change to the Planning Guidance required.***
- 7.6 Skateboarding.***
- 7.6.1 Visitors to the public exhibitions raised particular concern over the future provision of a Skatepark which is reflected in wider calls for a skateboarding facility, expressed through feedback forms and letters. There was particular concern over the future of the existing skateboarding facility, currently located in the Jennings Building and respondents called for clarification over the future of this provision for younger residents of the town.
- 7.6.2 ***Response – The provision of all types of youth facilities is currently being examined by the Council.***
- 7.6.3 ***Action - No change to the Planning Guidance required.***

8 Commercial Core

8.1 *Introduction*

8.1.1 The Commercial Core stirred up mixed feelings for the proposals for this character area. The headline figures show that:

- In responses to Question 7, 107 people (53%) said that they ‘strongly agreed’ or ‘tended to agree’ with the proposal for the Commercial Quarter. 37 respondents (19%) said that they ‘tended to disagree’ or ‘strongly disagreed’ with the proposals;
- In total, 14 people mentioned the supermarket as one of the features they particularly liked and;
- In response to Question 5, 22 respondents listed the supermarket as one of their key concerns. This concern was reflected in 8 letters received from respondents and from 5 concerns raised in response to Question 16.

8.2 *Size of Supermarket*

8.2.1 A number of respondents expressed concern in their letters and feedback forms that the proposed new food store was simply too large for the town and would have a detrimental impact on existing businesses in the town centre and John Street. This concern was also echoed at the public meeting.

8.2.2 There were questions raised over the ‘need’ for such a facility in the town, with a number of superstores being located in Bridgend. A number of letters, including those from Aldi and Somerfield, also commented on the proposed size of the store. In addition, a petition signed by 34 people expressed concern that the size of the store would be out of keeping with the town centre.

8.2.3 ***Response:*** *The Planning Guidance allocates an area with a floorspace of 50,000sq ft for a foodstore. This size reflects the Council’s best estimate of the largest size of store that could reasonably be accommodated - it was necessary to work to an indicative floorspace figure, in order to allocate a plot of sufficient size. However, the guidance did not clearly enough state that the 50,000 sq ft figure is the maximum*

that would be considered. If developers come forward with proposals for a smaller store - these would be considered by the Council.

8.2.4 *Government policy, in dealing with town centre sites does not allow for the control of the sale of comparison goods from large retail outlets. However, the overall health of the town should improve as a result of the development of the superstore. Importantly the proposed size of the store will reduce the 'expenditure leakage' from the town which currently has a negative affect on the local economy of Porthcawl. It will also reduce the number of car trips made outside the town for shopping purposes and therefore the impact this has on the environment and sustainability. The provision of other new units as an extension to Dock Street will also mean that the commercial trading potential of the town centre can be expanded to encourage new, larger retailers, currently constrained by unit availability and size. The proximity of the store and new units to Dock St and John Street will extend the town centre, which will benefit from increases in pedestrian flows along key routes as a result of the new development.*

8.2.5 **Action** – *Text will be added to page 11 to clarify that the Planning Guidance makes provision for a food store of "up to" 50,000 sq ft. This will then read "a larger store of up to 50,000 sq. ft. is now proposed".*

8.3 *Design & Visual Impact*

8.3.1 A number of people noted on the feedback forms a concern about the design of the Commercial Core area. One respondent suggested that the area would be too 'concrete' and another expressed concern that a 'barn' style food store would not be appropriate. There was also concern that the proposed supermarket would have a detrimental visual impact on the existing retail and historic core of Porthcawl.

8.3.2 **Response** – *The Planning Guidance already acknowledges the need for the supermarket to be a high quality building and appropriate for the wider character area. Developers will also be expected to show a high standard of architecture and design for the supermarket and its associated infrastructure.*

8.3.3 *Figure 3.9 indicates that the foodstore is proposed to be up to 3 storeys equivalent in height, although trading is not anticipated over 3 floors, due to the need for higher floor to ceiling heights.*

8.3.4 **Action** – *Clarification will be added on page 30 of the planning document concerning the proposed building heights in this area.*

8.4 *Proximity to Hilsboro' Place*

8.4.1 Two feedback forms and one letter were received from concerned residents on Hilsboro' Place. These residents expressed concern about the proximity of the proposed store to their property and negative impact on views from Hilsboro' Place over the superstore. A number of respondents also asked why the supermarket was placed at the southern end of Salt Lake car park, rather than the northern end.

8.4.2 **Response** – *The location of the supermarket remains as proposed in the 2004 SPG. This is driven by the need to provide a frontage to Dock Street as well as establishing links between the Commercial Core and Harbour Quarter. The proposals shown on page 28 of the draft Planning Guidance are only intended to be indicative and does not necessarily reflect the final design/layout of the supermarket - indeed they represent the plot set aside for the store, rather than a building footprint.*

8.4.3 *Detailed issues of design will be dealt with at the planning application stage. However, developers would be expected to show good design in any proposals and this would include minimising the impact of the supermarket on properties abutting the site. This could include appropriate landscaping or screening in order to mitigate any impact on Hilsboro' Place.*

8.4.4 **Action** – *A bullet point will be inserted into aims and objectives for the Commercial Core (page 29) to emphasise the importance of seeking to minimise the impact of the supermarket/Commercial Core on residents and properties of Hilsboro' Place.*

8.5 *Parking*

8.5.1 A number of respondents raised the effect of the new supermarket development on parking provision and capacity in the Commercial Core.

8.5.2 **Response** – *The Parking Study demonstrates that a car park with 690 spaces will be sufficient to cater for the proposed food store as well as the town centre and proposed leisure/health facilities. On peak summer days additional demand would be catered for via the provision of a Park and Ride service.*

8.5.3 **Action** - *No change to the Planning Guidance required.*

9 The Promenades

9.1

Introduction

9.1.1

The feedback shows overall support for the concept of creating two new Promenades linking the harbour in the west to Rhych Point in the east. The headline figures show that:

- In response to the Promenades, 153 (76%) of respondents who submitted a feedback form said that they ‘strongly agreed’ or ‘tended to agree’ with the proposals; 37 people (19%) ‘tended to disagree; or ‘strongly disagreed’.
- The majority of comments gave full support for the construction of the Promenades; and
- The comments received largely related to relatively minor matters of detail.

9.1.2

There was widespread support for the idea of reinvigorating the Promenades and seafront from feedback forms and letters received from members of the public. Question 4 of the feedback form offered support for the Promenades from 68 respondents and was rated number one in terms of aspects that respondents liked about the regeneration proposals. The letters received highlighted concern from 5 people over the Promenades, although there was no indication that respondents objected in principle to the proposals for the Promenades.

9.2

Security & Maintenance

9.2.1

One respondent highlighted that a mechanism should be put in place to ensure that the Promenade and seafront continued to be well-maintained once it had been constructed and was in public use. This was in response to a more general concern over the current state of the seafront, with litter and dog fouling being identified as a particular issue by a number of respondents. There was an additional call from three respondents for the area to be well-policed and a pro-active approach to be taken to crime prevention along the Promenades and seafront.

9.2.2 **Response** – *The importance of a good standard of cleanliness and maintenance is recognised. An appropriate maintenance regime for the Promenades, and other public areas, will be agreed by the Council in order to maintain the high quality environment. Street and building material used within the development will be carefully selected in order that they can be easily cleaned and maintained to a high standard.*

9.2.3 *Proposals in the planning document (page 87) include a commitment to CCTV in key areas, including along the Promenades, and the incorporation of good design. In addition, the design envisaged for the buildings adjacent to the Promenades will ensure that natural surveillance helps to discourage crime and antisocial behaviour.*

9.2.4 *The Council's Beach Management Group will provide a forum for discussing and agreeing an approach to issues such as maintenance and will work to ensure that there is a commitment to high standards of maintenance and cleanliness on the Promenades and in other public areas.*

9.2.5 **Action** - *No change to the Planning Guidance required.*

9.3 *Parking*

9.3.1 The issue of parking and traffic management along the Promenade and wider regeneration area was identified as a particular concern by some respondents. This was also a significant issue raised at the public meeting. A number of respondents suggested that end-to-end parking was required on the Promenades and that vehicles should be allowed along the Promenade in order to relieve traffic congestion. However, others took a more cautious view to traffic management and parking in this area. The remaining respondents felt that mixing traffic with pedestrians was not suitable and that strategic management should prevent access to the Promenades for vehicles.

9.3.2 A common concern expressed, particularly at the public exhibitions, was related to camper vans parking along the seafront. Residents overwhelmingly called for this to be prevented.

9.3.3 **Response** - *It is intended that traffic regulation orders will be put in place to prevent overnight parking along the seafront. The Council is*

currently in the process of drafting the relevant paperwork and it is anticipated that the orders could be in place, on the existing road network, soon. It is intended that the orders will carry over into the new development proposals.

9.3.4 *The draft Planning Guidance makes provision for on-street parking on the Eastern Promenade and around the northern edge of Foreshore Park. However, end-to-end parking has been ruled out on safety grounds.*

9.3.5 **Action -** *No change to the Planning Guidance required.*

9.4 *Building Heights*

9.4.1 Concern was expressed by respondents over the height of the proposed buildings along the Promenade. This issue was expressed in 24 responses received from Question 5 and four responses from letters received.

9.4.2 **Response –** *As noted in Section 5, the reference to building heights in the planning document refers to maximum heights of buildings. Many existing buildings along the Esplanade are already of 4-5 storeys and it is therefore considered that new developments of this height will be in keeping with the rest of the town.*

9.4.3 **Action –** *As noted previously, text will be added to clarify that building heights in the planning document refer to the maximum height allowance.*

9.5 *Beach Huts*

9.5.1 The majority of respondents were in favour of beach huts. In response to Question 4, eight people showed specific support for beach huts, whilst in Question 5 of the feedback form, 6 respondents expressed concerns over detailed issues surrounding the provision of beach huts. Similarly, two letters and three responses to Question 16 identified the beach huts as an element of the proposals that they had concerns about. Some respondents felt that the ‘contemporary’ design was out of character with the ‘traditional feel’ of the seafront whilst others felt that they would be difficult to maintain in the long-term. The issue of beach huts is discussed further in Chapter 15; The Beach Environment.

9.5.2 **Response** – *Beach huts are considered important in terms of boosting the profile of Porthcawl as a tourist destination and providing a revenue stream - they are therefore considered an appropriate part of the regeneration initiative for the Promenades and beach. Whilst the Planning Guidance includes images of both modern and traditional beach hut design the specific design of the structures will be considered further at a later date and people will have the chance to comment further on detailed design issues.*

9.5.3 **Action** - *No change to the Planning Guidance required.*

9.6 *Commercial*

9.6.1 There was general support for the location of commercial units and facilities within this character area; many respondents felt that this was important in order to exploit the seafront which is currently underutilised. Nevertheless, concern was expressed in letters from three respondents, that provision for commercial units on the Promenades/seafront would have an adverse effect on John Street and the established town centre retail core.

9.6.2 One respondent was also concerned that the residential area of this character area took precedence over the commercial element and had resulted in reduced commercial provision within this zone.

9.6.3 **Response** - *The commercial units proposed for the Promenades are likely to be of a different type to retail units in the town centre. Uses might include coffee shops/restaurants etc. and would be entirely complimentary to the established retail uses on and around John Street. The mixed use proposals in this area are intended to add to the vibrancy of the town and extend consumer choice to residents and visitors.*

9.6.4 **Action** - *No change to the Planning Guidance required.*

9.7 *Traffic Use and Design.*

9.7.1 There was strong support for the vision of the Promenades acting as a primarily pedestrian-cycle route. A number of respondents asked for clarification on the role of the Sandy Bay Promenade and expressed concern about it operating as a potential vehicular route. Furthermore, the Porthcawl District Tourist Association expressed a strong view that the Promenade should not carry vehicles. However, three respondents

recognised the importance of retaining access to the Promenade for emergency vehicles.

9.7.2 **Response** – *Sandy Bay Promenade will provide enhanced pedestrian and cycle routes. However, it will also function as a primary route in emergencies or when diversionary measures are needed.*

9.7.3 **Action** – *Page 64/Figure 3.2 of the draft Planning Guidance, will be amended in order to clarify that Sandy Bay Promenade will provide enhanced pedestrian facilities but will be designed for use as a primary route in emergencies and on an infrequent basis when diversionary measures are needed.*

10 Entrance Gateway

10.1

Introduction

10.1.1

There were mixed feelings over the proposals for the Entrance Gateway area. Although a number of respondents did not necessarily object to the proposals in principle, it did raise a number of concerns. Headline figures for the Entrance Gateway show that:

- In response to Question 7 on the feedback form, 96 people (48%) said that they ‘strongly agreed’ or ‘tended to agree’ with the proposals for the Entrance Gateway; 36 respondents (18%) ‘tended to disagree’ or ‘strongly disagreed’;
- There was mixed support for the concept of a key signature building, particularly one which would house community facilities;
- A number of respondents had concerns over the ‘knock-on’ effects of the Entrance Gateway on traffic movement; and
- A number of people expressed concern about the impact of development on strategic sea views in this location.

10.1.2

Although there was general support for the proposals within the character area, it was apparent that a relatively high proportion of respondents (20%) ‘Neither agreed nor disagreed’. This issue was coupled with the reservations about the proposed community use as well as concern over the proposed road layout at this point and any undesirable ‘knock-on’ effects it might have in terms of congestion. It is likely therefore, that respondents were reluctant to commit themselves to this scheme either one way or the other. A number of respondents, for example, remarked that the proposed use of the community facilities were “vague” which may go some way towards explaining the ambiguity of people towards the Entrance Gateway proposal.

10.2

Congestion

10.2.1

Comments received from the feedback form and letters suggest that a reduction in the size of the roundabout at the Entrance Gateway could lead to congestion and traffic queuing at peak times. A number of respondents were concerned that a direct route into the town would encourage traffic jams, particularly at peak hours and peak seasons. Others were concerned

that a new roundabout would give a feeling of ‘enclosure’, which was particularly out of character with the town.

10.2.2 **Response** - *The existing roundabout makes overprovision for the volume of traffic which currently uses it. Detailed traffic modelling work, undertaken as part of the Transport Assessment, has shown that the proposed roundabout would be more than sufficient to cope with the projected increase in the number of vehicles using it.*

10.2.3 **Action** - *No change to the Planning Guidance required.*

10.3 Church.

10.3.1 Nine responses to Question 5 suggested that a Church facility was not appropriate or necessary within Porthcawl and three letters reiterated this concern. In addition, 34 petitions were received from members of the public which suggested that a Church facility in the town was not necessary.

10.3.2 The most common reason cited amongst public respondents was that there was plenty of existing capacity in the existing churches in Porthcawl and a new facility would not be justified on these grounds. In particular, a number of respondents felt that the provision of community services such as a surgery and library, should take precedence over the provision of a church. It was also felt that some clarification was required concerning the wider community benefit and scope of use by religious denominations of this facility; the term “Church” was deemed to be misleading.

10.3.3 Of all the responses received from members of the public, there was no specific statement of support for a Church. However, this may well be due to misinterpretation of the term “Church” amongst respondents and a misunderstanding regarding the wider community and cultural/artistic benefits that such a facility could bring to the town.

10.3.4 **Response** - *The draft Planning Guidance lists a church as one of the potential land uses that could be acceptable in this location. Whilst comments are noted, if a proposal for a church were to come forward this would be considered by the Council on its merits.*

10.3.5 **Action** - *No change to the Planning Guidance required.*

10.4

Building Heights and Design.

10.4.1

There were a total of 13 comments from members of the public which expressed concern over the provision of a signature building which could potentially block sea views. This issue was raised by 11 responses to the feedback form and from 2 letters received. Concern was also raised over the design of the signature building which could have the potential to adversely affect the intrinsic character of Porthcawl.

10.4.2

Response - The proposals set out in the Planning Guidance will enhance the view from the Entrance Gateway over the currently derelict Salt Lake car park and create a sense of 'arrival' to the town. The Entrance Gateway area and proposed signature building will also provide an appropriate location of health/community facilities which are easily accessible from the town centre.

10.4.3

The new proposed road alignment will mean that all traffic travelling north-south will be routed along the Eastern Promenade As a result mean that all traffic will have an opportunity to appreciate sea views across the bay.

10.4.4

Action - No change to the Planning Guidance required.

10.5

Health Facilities.

10.5.1

Six respondents to Question 4 expressed concern over the continued provision of a surgery in the Entrance Gateway. Residents called for the surgery to remain in a similar location and commented on the appropriateness of the existing location in terms of accessibility. A number of respondents expressed frustration that the Planning Guidance did not make clear recommendations for the size, location and nature of improved healthcare facilities. It should also be noted that one of the most common questions raised at the public exhibition was related to the future provision of healthcare and the proposals for the existing Portway Surgery building.

10.5.2

Response – See comments in Section 5.

10.5.3

Action - No change to the Planning Guidance required.

11

Western Residential Quarter and Sandy Bay Gateway

11.1

Introduction

11.1.1

Feedback relating to the Western Residential Quarter identified some concern over the residential nature of this character area. The headline figures show that generally respondents were less positive about the residential character areas than other areas:

- In response to Question 11 on the feedback form, 89 people (44%) who filled out the feedback form ‘strongly agreed’ or ‘tended to agree’ with the proposals for the Western Residential Quarter; 48 people (24%) of respondents ‘tended to disagree’ or ‘strongly disagreed’ with the proposal.;
- Despite general support for the Western Residential Quarter there was some concern over the number of housing units proposed and how they might affect the character of the town. These comments also applied to the other predominantly residential areas; and
- Concern was expressed over the ability of local services such as schools and health services in adapting to the increased population.

11.2

Residential Provision.

11.2.1

A number of respondents felt that the creation of new housing in the Western Residential Quarter was on too large a scale and would be out-of-keeping with the character of Porthcawl.

11.2.2

Response - See section 5..

11.2.3

Action - No change to the Planning Guidance required.

11.3

Height

11.3.1

A number of people were concerned that the height of buildings in the Western Residential Quarter would not be in keeping with Porthcawl. In particular, one respondent felt that the heights of buildings along the seafront would obscure sea views from the Western Residential Quarter and Commercial Core and would adversely affect residential amenity.

11.3.2 **Response** - See section 5. Any development in this area would affect existing views. The draft Planning Guidance envisages the tallest buildings on the frontages of Sandy Bay Gateway with scales dropping back to between 3 and 4 storeys maximum further north. This will help to ensure that development along the sea front takes advantage of sea views and that development adjoining the existing built up area reflects the scale of existing buildings.

11.3.3 **Action** - No change to the Planning Guidance required.

11.4 Hotel

11.4.1 One response to the feedback form suggested that the Western Residential Quarter would be an ideal location for a hotel and would ensure that Porthcawl made sufficient allowance for the wider growth of tourism in South Wales.

11.4.2 In addition, a more general call for a high quality hotel, to be sited appropriately within the Watefront area, was made at the public meeting.

11.4.3 **Response** - A hotel would be favourably considered by BCBC and could be accommodated within the framework set out in the draft Planning Guidance.

11.4.4 **Action** - No change to the Planning Guidance required.

12 Residential, Commercial and Leisure Quarter

12.1 *Introduction*

12.1.1 The responses to Question 12 highlight a generally positive response to the Residential, Commercial and Leisure character area. Nevertheless, some concerns were raised. Headline figures show that:

- In response to Question 12 on the feedback form, 99 people (49%) ‘strongly agreed’ or ‘tended to agree’ with the proposals for this character area. 37 people (19%) ‘tended to disagree’ or ‘strongly disagreed’;
- Opinion was generally in favour of the vision and proposals for the leisure and commercial aspect of this character area; and
- Concern was raised over the scale and design of the residential area as well as the absence of a swimming pool and leisure centre.

12.2 *Leisure Facilities/Funfair.*

12.2.1 There was general support for the enhancement of leisure facilities within the character area. Responses from Question 4 of the feedback forms show 11 people who support the relocation of the funfair. In addition, 2 letters and 1 response to Question 16 show a similar support. However two letters called for the retention of the funfair in the town, albeit on a different location and scale.

12.2.2 There was no particular preference for the re-location of the funfair although two letters suggested that Griffin Park might be an appropriate location for the ‘downsized’ facility, subject to it being “appropriately managed”. Furthermore, in the verbal comments received at the public exhibitions, there was widespread support for redeveloping the funfair site for leisure, residential and commercial uses.

12.2.3 In response to Question 4, 11 people expressed particular support for the enhancement of Griffin Park as a focus for the character area. There was also general support for the concept of open areas throughout the wider regeneration

area, Twelve respondents to Question 4 stated that they supported the provision of public and open space areas within the wider regeneration proposals.

12.2.4 **Response** - *The response is noted. The relocation of the funfair is a critical part of the proposals outlined in the draft Planning Guidance and will provide an opportunity to deliver a higher quality of development along the seafront. Discussions are still underway to determine the most appropriate location for a scaled down funfair operation and residents will have further opportunity to comment on these issues.*

12.2.5 **Action** - *No change to the Planning Guidance required.*

12.3 Residential Provision.

12.3.1 There was some concern expressed over the scale and design of the residential element of this character area. Three respondents felt that a residential area was not appropriate to this site or indeed to the character of Porthcawl. These respondents were concerned that the residential element would inhibit strategic sea views and the amenity of existing residents. There was also concern expressed by one respondent that local infrastructure such as roads, medical services and schools in this character area would not be able to adapt to the projected increase in population in the town.

12.3.2 **Response** - *See Section 5 for comments on residential numbers and densities.*

12.3.3 *Development within this character area will inevitably have a degree of impact on the character of existing sea views, especially longer distance views from the north. However, the provision of an attractive new promenade will enable all residents to gain better access to the seafront and to enjoy views across the bay.*

12.3.4 **Action** - *No change to the Planning Guidance required.*

12.4 The Hi-Tide.

12.4.1 At the public exhibitions, people frequently asked about the future of the Hi Tide. The local MP called for a successful business such as the Hi Tide, to be accommodated and encouraged as part of the regeneration initiative. In addition, there were three responses amongst letters received from the public which expressed concern over the future of this business.

- 12.4.2 Agents acting on behalf of the business as well as the Porthcawl & District Tourist Association felt that the proposals for this character area could affect the future viability of the facility.
- 12.4.3 **Response** – *The Draft Planning Guidance does not make specific reference to the Hi Tide. However, the facility is in accordance with land-use allocation and it is envisaged that this business would continue to operate in its current location.*
- 12.4.4 **Action** - *No change to the Planning Guidance required.*

13 Eastern Residential Quarter

13.1

Introduction

13.1.1

Responses from feedback forms and members of the public showed some mixed responses for this character area. This is perhaps accounted for by the residential focus of this character area. Headline figures show that:

- 95 people (47%) who responded to the feedback form, either ‘strongly agreed’ or ‘tended to agree’ with the proposals for this character area. 35 people (18%) ‘tended to disagree’ or ‘strongly disagreed’ with the proposal
- Whilst the majority of respondents (47%) were in support of proposals for the Eastern Residential area, opinion was more divided than for the other character areas.
- Those residents who expressed concerns did so largely because they had reservations about:
 - The perceived dominance of housing in this area; and
 - The proposed building heights.

There was less concern over specific characteristics of this character area. Rather, people had concerns over the general nature of the eastern Residential Quarter, which appear to be common over most of the character areas which have a substantial residential element.

13.2

Residential Provision.

13.2.1

At the public exhibitions people commented that the scale of residential development proposed in this area was concerning, especially considering that this area is currently so open and undeveloped.

13.2.2

It was felt by these individuals that the scale and design of the residential units would be out of character with the wider townscape of Porthcawl and would overburden such facilities as schools and medical services in the town. One respondent felt that a lower-density residential area would be more appropriate.

- 13.2.3 **Response** - See section 5 on residential numbers, densities and social and community infrastructure.
- 13.2.4 *This area will contain a mix of residential densities with higher density residential accommodation being located along the seafront and lower density development being sited to the north of the character area. This scaling down of densities and building heights is intended to ensure that the new development blends in well with existing housing on New Road.*
- 13.2.5 *Although this area contains the bulk of the housing proposed within the Waterfront area, the draft Planning Guidance also makes significant commitment towards the provision of public open spaces, which include the adjacent Foreshore Park and a number of green spaces and squares within the housing area.*
- 13.2.6 *It is also important to note that the development plots indicated on the diagrams within the draft Planning Guidance do not show building footprints. Hence within each area there are likely to be additional opportunities for open spaces. Furthermore, the lower density of development proposed towards the north of this area will provide opportunities to deliver family housing with gardens.*
- 13.2.7 **Action** - No change to the Planning Guidance required.
- 13.3** **Building Heights.**
- 13.3.1 A number of respondents specifically mentioned that they were concerned about the height of buildings in this character area and is related to a wider concern over the height of the buildings in the overall regeneration area. In particular, there was concern over the loss of residential amenity by the potential blocking of views and light by higher buildings towards the seafront and Foreshore Park.
- 13.3.2 **Response** - See section 5 on building heights.
- 13.3.3 *Any development on the former Sandy Bay Caravan Park would affect views. At the moment views are dominated by the unattractive, undeveloped and derelict land.*
- 13.3.4 *Detailed issues relating to design and building heights will be dealt with at the next stage and local residents will have further opportunities to comment.*

- 13.3.5 **Action - No change to the Planning Guidance required.**
- 13.4 Design.**
- 13.4.1 Concern was expressed over the design of the Eastern Residential Quarter and indeed, the wider regeneration area. A number of respondents felt that more attention should be paid to the quality and design of the residential units and less attention should be paid to encouraging ‘contemporary’ architecture which, they felt, was out of place in a town such as Porthcawl. There was frequent reference to the “Bottle Bank” building which, in many cases, had been cited as setting an undesirable precedent.
- 13.4.2 **Response - Comments are noted. As noted above, detailed design issues will be dealt with at the next stage.**
- 13.4.3 **Action - No change to the Planning Guidance required.**
- 13.5 Affordable Housing.**
- 13.5.1 There was concern expressed over the need for affordable housing and the need to attract younger families and ‘first-time buyers’ to the town. Two respondents to Question 5 and one response from a letter, suggested that affordable housing should be a key concern in the provision of residential units in Porthcawl. One respondent to Question 5 highlighted the need to address the current ‘housing problem’ in Porthcawl through the provision of an adequate number of affordable units. In addition, a number of respondents and people who visited the public exhibitions expressed concerns over the impact that a ‘pepperpotting’ of affordable housing might have on the desirability of the area.
- 13.5.2 **Response - A full response to affordable housing issues is set out in Section 5. The Eastern Residential area will incorporate a proportion of affordable housing. The number of units and their location would be a matter for further discussion, in line with Planning Guidance, at the detailed planning application stage.**
- 13.5.3 **If well designed and well managed the integration of social housing and private sector housing need not lead to social problems.**
- 13.5.4 **Action - No change to the Planning Guidance required.**

13.6

Open Spaces.

13.6.1

Despite general support for open spaces in the wider regeneration area, there was concern expressed over the perceived lack of provision of open spaces and provision for recreation in the Eastern Residential Quarter, which largely stemmed from the scale and density of the character area. Five people felt that more attention should be paid to the leisure and recreation needs of residents and that more provision should be made for play areas within the residential quarter.

13.6.2

Response - *A significant proportion of the residential units within this character will be family units and will make provision for a garden. It should also be noted that Foreshore Park is in close proximity to this character area where wider provision will be made for leisure and sporting activities as well as provision for play areas etc. Additional play areas will also be integrated within the residential area - indicative locations are provided on Figure 2.1, page 16..*

13.6.3

Action – *A paragraph will be added to section 3.9 of the Planning Guidance (Open Spaces) which will emphasise the importance of providing open spaces and LAPs/LEAPs which will address the need for leisure and recreation facilities within the regeneration area.*

14 Foreshore Park

14.1

Introduction

14.1.1

The proposals to create a new park along the foreshore were very well received. Headline figures show that:

- 70% of respondents ‘strongly agreed’ or ‘tended to agree’ with the vision and proposals for this area; and
- The proposals were highly valued as an open space and the majority of respondents supported the creation of a park located adjacent to the sea.

14.1.2

Very few specific comments were made in relation to the proposals for Foreshore Park. Despite this, a few issues were raised by a small number of respondents.

14.2

Security & Maintenance.

14.2.1

Security was mentioned as a potential problem in the park. It was clear that a number of respondents were concerned about the long-term maintenance of the park as well as safeguarding safety and security through adequate policing.

14.2.2

Response – *the Planning Guidance recognises the need for public open spaces to be secure. One of the key principles of the guidance is to ensure that residential development overlooks area of open space and parkland – hence it is intended that the Foreshore Park would benefit from natural surveillance from adjacent properties within the Eastern Residential area. However, the draft guidance also recognises (on page 87) that there is likely to be a need for additional surveillance, via a CCTV system. It may be appropriate for a CCTV camera to cover the new Foreshore Park area.*

14.2.3

Action – *Add text to the Foreshore Park character area section of the draft document to emphasise that consideration should be given to CCTV coverage within this area.*

14.3

Design & Function

14.3.1

Foreshore Park gained overall support from respondents. In response to Question 4, five respondents specifically stated their support for the open area with a number mentioning that the provision of social and community uses was of paramount importance. Nevertheless, there was concern raised by one respondent

to Question 5 that provision should be made for 'wet-weather protection' in the park during periods of inclement weather.

14.3.2 **Response** - *The need to provide shelters, both within the park and along the promenades is acknowledged and would be a matter for further discussion at the detailed design and planning stage.*

14.3.3 **Action** - *Text will be added to the aims and objectives for Foreshore Park, on page 56, to emphasise that the design of the park should include appropriate shelters.*

14.4 *Emergency access*

14.4.1 A small number of respondents called for access for emergency vehicles to be maintained at all times.

14.4.2 **Response** - *The need to ensure appropriate access to the park and the beach/coastline beyond at all times is acknowledged*

14.4.3 **Action** - *A bullet point will be added to the aims and objectives for Foreshore Park on pages 56 to clarify that access will be required for emergency and maintenance vehicles.*

15 The Beach Environment

15.1

Introduction

15.1.1

There was an enthusiastic and constructive response to the rejuvenation of the Beach environment. Headline figures show that:

- 75% of respondents either ‘strongly agreed’ or ‘tended to agree’ with the vision and proposals for this strategic character area;
- Residents and visitors were very supportive of the proposals to improve and enhance the beach environment; and
- Respondents recognised the beach as a key asset which should be maintained and enhanced.

15.2

Beach Huts

15.2.1

There were mixed views received from letters and feedback forms concerning the siting of beach huts on the beach and Promenades. In their response to Question 4, eight respondents said that beach huts were a positive addition to the seafront. However a number of respondents took a more cautious view. Responses to Question 5 show 6 people who raised concerns over the features. Similarly, 3 responses were received by letter and one response made in Question 16, which echoed this view. Of these objections some respondents suggested that, whilst not objecting to the structures in principle, the beach huts would raise a number of potential issues which needed to be addressed. These included:

- Concerns over maintenance and potential damage and vandalism;
- Concerns that beach huts were unnecessary and a ‘thing of the past’;
- The potential ‘contemporary’ appearance of beach huts; and
- Concerns that beach huts would become ‘elite’ and would be unaffordable to the residents of Porthcawl.

15.2.2

Response - *A full response to issues relating to beach huts is given in Section 9.*

15.2.3

Action - *No change to the Planning Guidance required.*

15.6

Emergency Access

15.6.1

A number of respondents noted the need to ensure that the beach area is easily accessible by emergency vehicles.

15.6.2

Response - *The need to ensure appropriate access to the beach/coastline beyond at all times is acknowledged*

15.6.3

Action - *A bullet point will be added to the aims and objectives on page 60 to clarify that access will be required for emergency and maintenance vehicles.*

16 Strategic Environmental Assessment

16.1 *Introduction*

16.1.1 In line with regulations, a Strategic Environmental Assessment (SEA) of the draft Planning Guidance document was undertaken by W. S. Atkins. This Assessment made a number of recommendations for improvements and alterations to the Planning Guidance document. The timing of these recommendations means that they need to be considered alongside the wider consultation feedback. The recommendations and associated actions are therefore discussed in this Chapter.

16.1.2 Section 7.1 of the SEA document published by Atkins in August 2007 set out the following recommendations for improvements to the SPG. The actions required to take account of these recommendations are also set out below.

16.2 *Potential Contamination*

16.2.1 SEA Comment - Areas of disturbed/contaminated land may require remediation prior to redevelopment. Site investigation and remediation should be in accordance with the principles of PPS23. This should be highlighted by the SPG as part of development to take place in the Harbour Quarter in particular, as previous and current land use here is the most likely to have caused or lead to contamination;

16.2.2 **Action** - *text will be added to the Harbour Quarter section to reflect these issues.*

16.3 *Biodiversity*

16.3.1 SEA Comment - Biodiversity enhancements such as tree planting and measures to integrate biodiversity into new development such as green roofs or roof gardens, should be encouraged, in particular this could include;

- Roof gardens for the high density mixed use buildings in the western development area;
- Roof garden or green roof for the food store and leisure centre; and
- Roof gardens for the high density mixed use development in the central development area along Sandy Bay Promenade.

16.3.2 **Action - text will be added to Section 3.13 on planting design to reflect these issues.**

16.4 Water Conservation

16.4.1 SEA Comment - Chapter 3 “Design Guidance for Key Topics” should include a section on water conservation measures. This should show the measures which are promoted to use water efficiently such as SuDS, which harvest rainwater for non potable use, and a specific requirement for all new development to reduce water consumption by 25% when compared to standard levels. It is recognised that the Code for Sustainable Homes will provide further requirements in relation to water efficiency, however it is considered that the SPG could be strengthened by specific reference to water efficiency measures in new development.

16.4.2 **Action - Text will be added to Section 3.17 on sustainability and energy efficiency to reflect these issues. See below.**

16.5 Recycling

16.5.1 SEA Comment -Section 3.12 “Street Furniture” could be amended to refer to the provision of segregated recycling bins in the public realm which will promote the achievement of recycling targets. Section 3.12 “Street Furniture” and section 3.10 “Paving Materials” greater encouragement of recycled/reclaimed materials should be stated for paving and street furniture.

16.5.2 **Action - Text will be added to Sections 3.10 Paving and 3.12 Street Furniture to reflect these issues.**

16.6 Renewable Energy

16.6.1 SEA Comment -Section 3.17 “Sustainability and Energy Efficiency” should require all new development to source 10% of their energy requirements from renewable energy rather than promoting overall EcoHomes “very good” or “excellent” standard. It is possible to for new development to achieve high EcoHomes ratings on previously developed land without considering energy efficiency and renewable energy requirements above current Building Regulations. Similarly to the recommendation for water efficiency, it is recognised that the Code for Sustainable Homes will provide further requirements in relation to energy however the SPG could be strengthened further through the setting of quantitative targets for renewable energy generation.

- 16.6.2 *Action - Section 3.17 of the draft Planning Guidance will be replaced with the following text.*
- 16.6.3 *Building and construction are in the front-line of the climate change debate - with the sector contributing over 40% of greenhouse gas emissions and producing major impacts from 'cradle to grave'. They are major zones of energy consumption: in daily operation as artificial environments for human life (e.g. heating, cooling, lighting, ventilation, etc) and in relation to daily home or work tasks which use electrical appliances (e.g. washing machines, boilers, televisions, computers, etc).*
- 16.6.4 *Reducing carbon dioxide emissions will require changes in human behaviour which will come from greater understanding and peer pressure, innovative low carbon solutions and importantly, new thinking. The Stern Review on 'The Economics of Climate Change' (see www.sternreview.org.uk) recently highlighted that increased investment in R& D and innovation in building technologies could have a profound impact on the emissions attributed to buildings and increase climate resilience.*
- 16.6.5 *The February 2007 Inter-Governmental Panel on Climate Change's report also highlighted the impacts with temperatures set to rise by 2.0° C to 4.5° C by the year 2100. The report indicates that sea-levels will rise by between 28 centimetres and 43 cm by 2100. The report pins the blame firmly on greenhouse gas emissions from human activities. Its leading line is "there is a 90% chance humans are responsible for climate change", mostly due to the burning of fossil fuels. Porthcawl's coastal location means it will experience climate change more readily than most, so it should promote itself as a model of sustainable development.*
- 16.6.6 *In response to the targets set by the Kyoto Protocol and the domestic goal of reducing emissions by 20% by 2010, the Government has launched its Climate Change Programme (Climate Change Wales – Learning to Live Differently). The Assembly Government is committed to playing its part in developing and delivering a climate change programme which meets these targets. Section 121 of the Government of Wales Act 1998 states the Assembly has a duty to promote sustainable development in the exercise of its functions, part of which includes working with local government (and other partners) to further this end. There is clearly a role for Local Planning Authorities through planning,*

regeneration and development control functions to facilitate this policy agenda and deliver product and technology development which could assist in:

- *Lower compliance costs;*
- *Cost savings;*
- *Opportunities for innovation;*
- *Reduced use of materials;*
- *Reduced energy consumption.*

16.6.7

TAN 8 – Renewable Energy, as well as developing new sources of renewable energy which are essential to meeting the targets set by energy policy, the Assembly Government is fully committed to promoting energy efficiency and energy conservation. The land use planning system is one of a number of mechanisms which can help deliver improved energy efficiency and local planning authorities are expected to consider matters of energy efficiency when considering planning policy and applications. In terms of SPG guidance TAN 8 states that development briefs for major development sites should also incorporate requirements regarding renewable energy, energy efficiency and conservation. Local planning authorities should take an active role in facilitating Combined Heat and Power (CHP) systems through development plan and development brief processes. The TAN indicates that community heating solutions using low carbon technologies should also be introduced.

16.6.8

TAN 12 – Design indicates that local planning policies and guidance in relation to housing design should aim to promote energy efficiency. WAG (Ministerial Interim Planning Policy Statement – Renewable Energy) has a clear aim to secure an appropriate mix of energy provision for Wales, whilst minimising the impact on the environment. This will be achieved in part by strengthening renewable energy production, and through a greater focus on energy efficiency and conservation.

16.6.9

The UK building and construction sector also faces a range of other new drivers including:

- *Launch of the Code for Sustainable Homes, which will encourage house- builders to build energy- efficient homes;*
- *New homes to be zero carbon by 2016 (WAG aspiration of 2011 in Wales) ; and*
- *European Directive: Energy Performance of Buildings.*

Design Principles

16.6.10 *It is very important for new development at Porthcawl to demonstrate an “uplift” in environmental standard in order to address the national political agenda and the aspiration of the Local Planning Authority. The WAG document, Creating Sustainable Places indicates that buildings and landscapes should be designed to minimise resource use and maximize energy efficiency during construction, operation and maintenance. This SPG sets the development framework, individual proposals will need to further develop the design approach and deliver:*

- *Sustainable construction practices;*
- *Passive energy efficiency design – solar gain, shelter, shade etc.;*
- *Compact building forms;*
- *Natural ventilation and light;*
- *Low energy demand ;*
- *Justification for inclusion of any energy-intensive services;*
- *Carbon efficient energy sources and supplies, including renewables and CHP;*
- *Sustainable drainage systems (SUDS/grey-water recycling and other measures for water conservation and efficiency);*
- *Minimal length of service runs and extent of road surfaces;*
- *Re-use of existing building and infrastructure; and*
- *Waste minimization and incentives for recycling.*

16.6.11 *In terms of new construction, the aspiration for the Porthcawl Waterfront area is BRE EcoHomes “Excellent” standard or such other high standard that may become applicable when the Code for Sustainable Homes, etc becomes operative. Excellent BREEAM standards will also be the aspiration for all non-residential buildings. BCBC will expect pre-development and post development BREEAM assessments to be undertaken.*

16.6.12 *Developers will be expected prepare a site wide energy strategy to demonstrate that the proposal will reduce energy demand through conservation and efficiency. This will need to be cost effective and could*

- *Use efficient decentralised systems (energy centres) to supply that reduced demand. The energy centre could be designed to expand to accommodate the growing demand as the development proceeds,*
- *Incorporate, a 10%, renewable energy generation for the site as a whole.*

16.6.13 *BCBC will use planning conditions and Section 106 mechanisms to secure the environmental benefits that would spring from a more sustainable development. These measures will be sought through the planning process, because subsequent ad hoc measures taken by householders may not be as effective and can look un co-ordinated.*

16.6.14 *Given the mixed use nature of the regeneration area with employment, residential, business, leisure, district centre and schools, proposals for the application of a district wide energy strategy will need to be investigated and the findings submitted for the consideration of the BCBC. BCBC will look favourably on such proposals.*

16.6.15 *Early indications are that such an energy centre would occupy a relatively small area of approximately 800m² which could be located below buildings, open space or as a stand alone building. The “modular” design of such systems could facilitate its expansion to cater for the additional demands as the development proceeds. The growth of Energy Services Companies to provide CHP schemes (often using Biomass) is encouraging, particularly given the evidence that a viable commercial system only requires in the region of 350 dwellings.*

16.6.16 *The south westerly orientations of the site could also facilitate the use of solar thermal and wind energy as part of the energy strategy for the regeneration area. This aspect should also be considered as part of the overall energy strategy.*

17

Summary of Recommended Amendments

17.1

Overview of Recommendations

17.1.1

Table 17.1 provides an overview of the key changes to the Planning Guidance that are now required in order to respond to the comments raised through both the public consultation and SEA work.

17.1.2

Many of the comments made in response to the consultation period were related to matters of detail or non land use issues that it is not appropriate/necessary to deal with in a SPG. Accordingly, relatively minor changes to the document are required. In cases where comment were made through consultation but no changes are proposed to the Planning Guidance, BCBC officers will take note of the issues raised and consider accordingly.

Table 17.1 - Summary of recommended amendments to draft Planning Guidance	
Issue/location	Recommended amendment to the draft Planning Guidance
Building heights	Text will be added to Section 3.7 to clarify that the building heights shown on Figure 3.9 are intended to be maximums; Elsewhere, where text refers to minimum building heights this will be revised to consistently refer to maximum heights; Figure 3.9 will be revised to indicate a 3-4 storey building to the north of the harbour.
Next steps	Text will be added to the end of the document to more clearly explain the next steps. This will help to clarify the process that will be followed to engage with developers over the detail of proposals for specific areas.
Swimming pool	Text will be added to confirm that a swimming pool could be considered if put forward as a proposal by the private sector.
Leisure provision	Text will be added to clarify that the leisure building to the north of the harbour is not intended to be a leisure centre but instead is envisaged as a wet weather, year round flagship attraction and that further work is require to look in more detail at potential uses for this building.
Design of leisure building north of harbour	Text on page 24 will be adapted in order to clarify that the signature leisure building should respect and enhance the adjacent Conservation Area. Reference to enhancement of the historic character of the Harbour Quarter on page 24 of the Draft Planning Document, will include specific reference to the inclusion of the Jennings Building. The word “contemporary” will be deleted from page 24 in order to ensure that other architectural/design options are not discounted from the design of the signature building.
Height of	Figure 3.9 will be revised to indicate a 3-4 storey building to the north

Table 17.1 - Summary of recommended amendments to draft Planning Guidance	
Issue/location	Recommended amendment to the draft Planning Guidance
leisure building north of harbour	of the harbour.
Harbour	The harbour entrance will be operated by a Caisson gate. Therefore, reference to "sill" on pages 20-24 of the draft planning document will be replaced by "gate"
Size of food store	Text will be added to page 11 to clarify that the Planning Guidance makes provision for a food store of "up to" 50,000 sq ft. This will then read "a larger store of up to 50,000 sq. ft. is now proposed".
Height of food store	Text will be added to page 30 of to clarify that the foodstore is proposed to be up to 3 storeys equivalent in height, to the need for higher floor to ceiling heights, although trading is not anticipated over 3 floors.
Foodstore/Hilsboro Place	A bullet point will be inserted into aims and objectives for the Commercial Core (page 29) to emphasise the importance of seeking to minimise the impact of the supermarket/Commercial Core on residents and properties of Hilsboro' Place.
Role of Sandy Bay Promenade	Page 64/Figure 3.2 will be amended in order to clarify that Sandy Bay Promenade will provide enhanced pedestrian facilities but will be designed for use as a primary route in emergencies and on an infrequent basis when diversionary measures are needed.
Open spaces	A paragraph will be added to section 3.9 (Open Spaces) which will emphasise the importance of providing open spaces and LAPs/LEAPs which will address the need for leisure and recreation facilities within the regeneration area.
Foreshore Park	Add text to the Foreshore Park character area section of the draft document to emphasise that consideration should be given to CCTV coverage within this area. Text will be added to the aims and objectives for Foreshore Park, on page 56, to emphasise that the design of the park should include appropriate shelters. A bullet point will be added to the aims and objectives for Foreshore Park on pages 56 to clarify that access will be required for emergency and maintenance vehicles.
The Beach	Text will be added the aims and objectives for the Beach area, on page 59 to emphasise the importance of ongoing maintenance and cleanliness. A bullet point will be added to the aims and objectives on page 60 to clarify that access will be required for emergency and maintenance vehicles.
Contaminated land	Text will be added to the Harbour Quarter section to recognise that areas of disturbed/contaminated land may require remediation prior to redevelopment and that site investigation and remediation should be in accordance with the principles of PPS23.
Biodiversity	Text will be added to Section 3.13 on planting design to emphasise that biodiversity enhancements such as tree planting and measures to integrate biodiversity into new development such as green roofs or

Table 17.1 - Summary of recommended amendments to draft Planning Guidance	
Issue/location	Recommended amendment to the draft Planning Guidance
	roof gardens, should be encouraged.
Recycling	Text will be added to Sections 3.10 Paving and 3.12 Street Furniture to emphasise the importance of providing segregated recycling and using recycled/reclaimed materials should be stated for paving and street furniture.
Water conservation and renewable energy	Section 3.17 of the draft Planning Guidance will be replaced with new text that makes bolder statements about the importance of renewable energy and water conservation.

Appendix A - Copies of Exhibition Materials



What's this all about?

The Porthcawl Waterfront area, stretching from Cosy Corner and the Harbour in the west to Rhych Point and Trecco Bay in the east, is identified in Bridgend's Unitary Development Plan (UDP) for comprehensive redevelopment.

The site provides a unique and exciting opportunity to create a vibrant new focus within Porthcawl that will bring social, economic and environmental benefits for the town itself and the wider area. Importantly, the redevelopment of the Waterfront area also provides an excellent opportunity for Porthcawl to reinvigorate its tourism potential and ensure its status as a premier seaside resort.

Bridgend County Borough Council (BCBC) has produced new Planning Guidance to guide the redevelopment of the area. This exhibition provides a summary of the new guidance and gives everyone a chance to comment on it before it is finalised.



Extent of the Porthcawl Waterfront redevelopment area

Vision:

The regeneration of the waterfront is a key element in the future development of Porthcawl as a premier seaside resort.

This will be achieved through a combination of quality design of buildings and the surrounding environment, comprising residential, leisure, cultural, tourism and retail uses.

Central to this will be a revitalised harbour area incorporating the reuse of historic buildings, new leisure facilities and a fully refurbished harbour set within a prestigious and vibrant waterfront.

What's been done already?

Ensuring the successful regeneration of the Waterfront area is a key priority for BCBC. In 2004 Supplementary Planning Guidance (SPG), setting out the Council's vision and aspirations for the site, was published. The SPG was subject to extensive public consultation and was welcomed by the local communities.

Since publication of the 2004 SPG a number of new issues have arisen and thinking on other aspects has moved on. The new planning guidance therefore updates the 2004 SPG, provides more detail on the envisaged nature and form of development and considers the impact of the development on highway infrastructure, local services and the town in general.

The new Planning Guidance has been prepared to give potential developers further detailed guidance on land use issues within the Waterfront Regeneration area. It will result in new waterfront housing, community facilities, a new retail store, extensive public open space, parking, leisure facilities, new promenades, improved facilities for the beach at Sandy Bay and a comprehensive regeneration of the harbour area.

How can I have my say?

This is your opportunity to have your say on the proposals for the Waterfront area. You can either:

- Complete the consultation questionnaire and hand it in at one of the exhibitions or send it to Mr Martin Hooker, Assistant Director - Planning Services, Civic Offices, Angel Street, Bridgend, CF31 4WB;
- Submit your completed questionnaire on-line at www.bridgend.gov.uk under the 'consultation' section;
- Email your comments directly to planning@bridgend.gov.uk;
- Write directly to the above address; or
- Fax your comments to Mr Martin Hooker, on 01656 643190.

Please ensure that all comments reach us by 4:30pm on **1st October 2007**. Unfortunately, any comments received after this deadline will not be accepted.

The Proposals...

The overall proposal for the Waterfront area is shown below. The principal changes between this and the 2004 document are as follows:

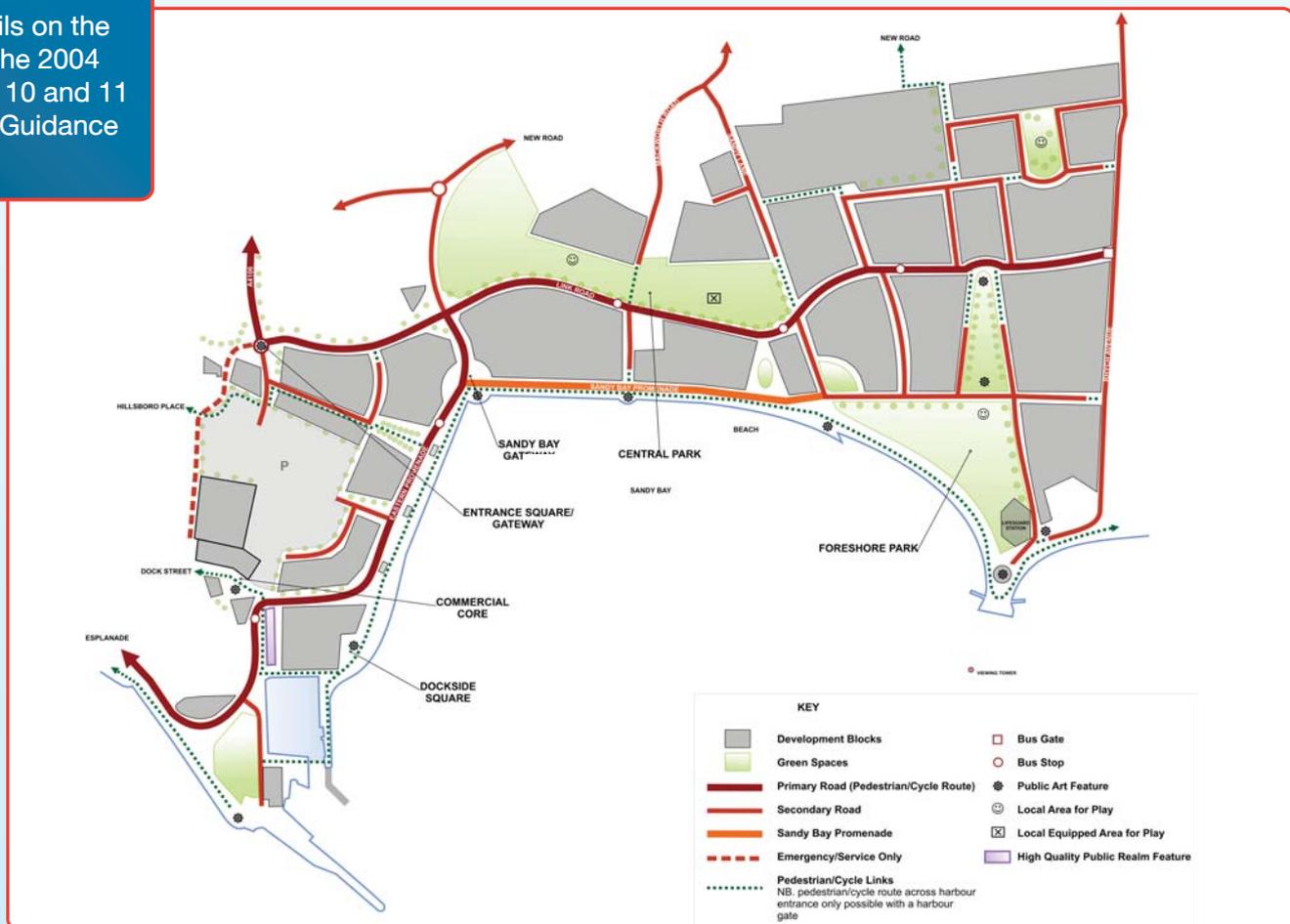
Marina - A new marina is no longer proposed. Instead, it has been replaced with proposals for the comprehensive refurbishment of the harbour and surrounding environment, including a new indoor leisure and visitor attraction adjacent to the harbour. The proposals will involve more than £11m of investment and ensure that the harbour area becomes a focal point of the waterfront. The reduced cost, compared to earlier marina options, will also enable other community, leisure and cultural provisions to be included in the plan that would not otherwise have been possible.

Foodstore - A larger food store, of around 50,000 sq. ft., is now proposed, compared to the 36,000 sq. ft. store proposed in the 2004 document. This increase recognises that there is an identified need for further comparison goods shopping in Porthcawl. This would significantly reduce existing expenditure leakage outside of the town and the number of car journeys made for shopping purposes, with their resulting environmental and traffic related impacts.

Residential - This guidance allows for an increase in the overall number of residential units from 1100 in the 2004 SPG, to 1350, which will include a significant amount of affordable housing. This increase takes account of the national sustainability agenda to optimise housing densities on brownfield sites and recognises the role that housing can play in offsetting the costs associated with the other regeneration requirements of the site, such as the flood defences, open space, education and other key community provisions.

Climate Change - Greater emphasis has been given to the effects of climate change, including sea level rise, which is putting 441 existing properties at risk. The flood defences have been designed to a 1 in 1000 chance of a flood event in any given year, which is considerably greater than is required by the Environment Agency. This will therefore protect existing properties and enable development of the site to proceed.

For further details on the changes since the 2004 SPG see pages 10 and 11 of the Planning Guidance document.



Overview of the proposed layout for the Waterfront area

Character area guidance

The Planning Guidance provides detailed information about the type of development that is envisaged within specific parts of the Waterfront area. The area has been divided into a number of 'character areas' as shown below.

Pages 20 to 60 of the planning guidance document deal with each of these areas in turn.

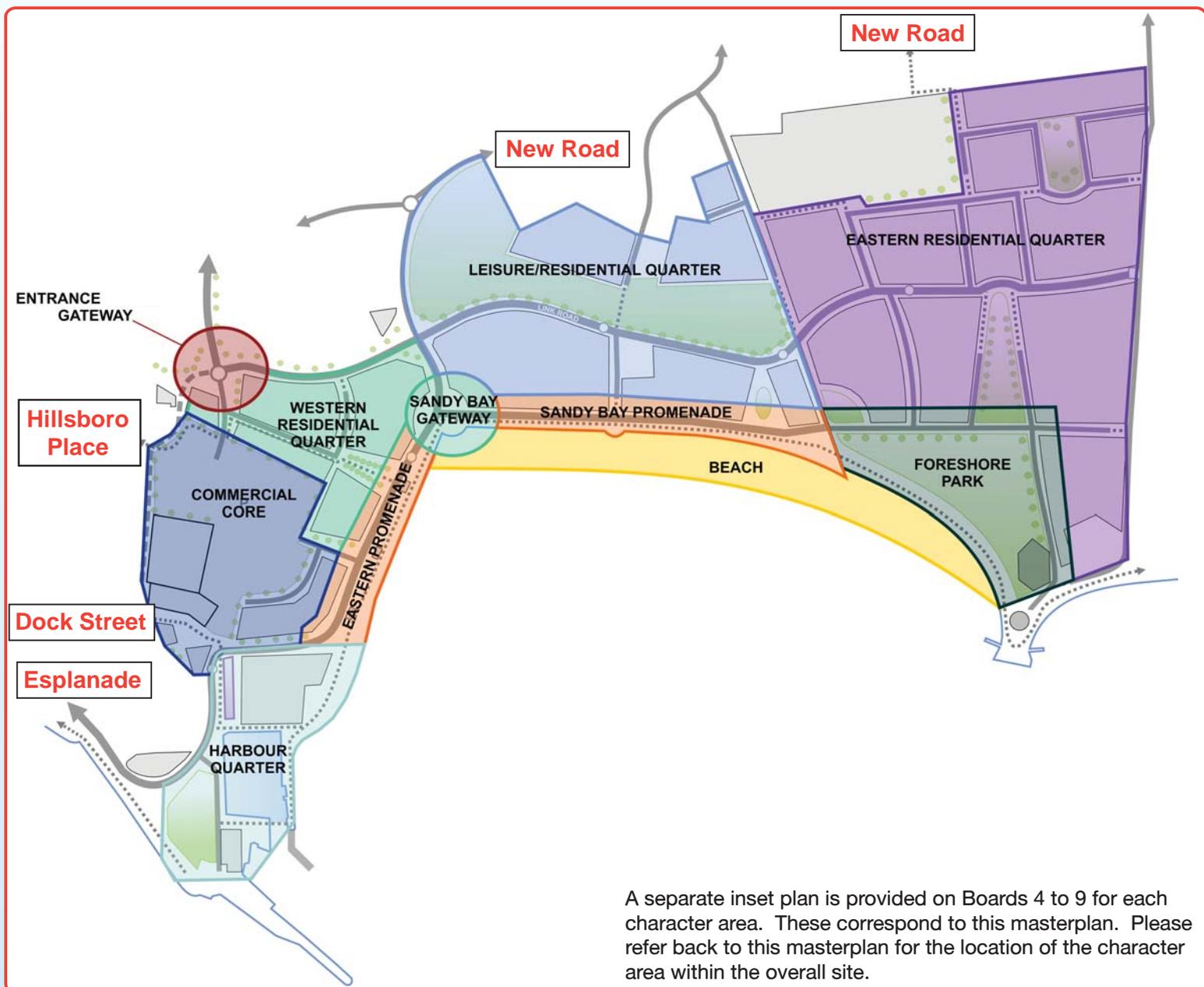
Exhibition boards 4 to 9 provide a summary of the key proposals for each area and outline the main issues that developers will be asked to consider in developing detailed proposals for redevelopment.

Design guidance on other key topics

The Planning Guidance also provides details on other important requirements that apply to the whole site.

Pages 64 to 88 of the full document give information on topics such as the transport network, parking, residential density, urban form, mixed use development, open space provision, paving materials, lighting, street furniture, public art, natural surveillance, refuse storage and energy efficiency.

Exhibition boards 10 - 12 give an overview of these key issues.



A separate inset plan is provided on Boards 4 to 9 for each character area. These correspond to this masterplan. Please refer back to this masterplan for the location of the character area within the overall site.

The key character areas that will make up the Porthcawl Waterfront area

The Harbour Quarter...

Vision:

A revitalised harbour, with permanent water, will be the centrepiece of the development and an important catalyst for the regeneration of the wider area.

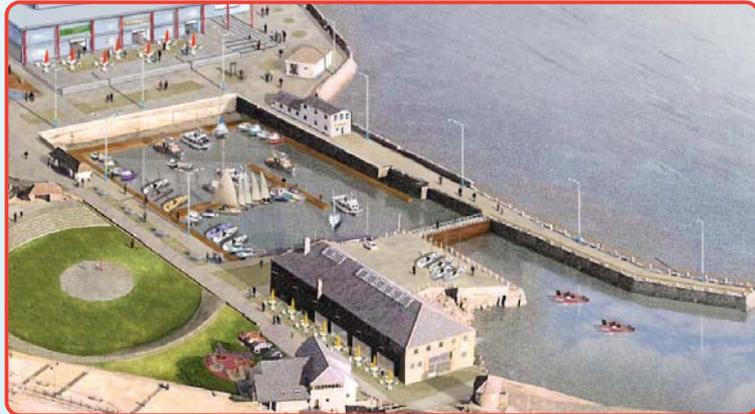
To the north of the harbour a new signature, contemporary building will provide a unique all weather leisure facility and tourist attraction. To the south, the Jennings Building will be sensitively refurbished also for commercial/leisure uses. Adjacent to the harbour, Cosy Corner will be improved to create an enhanced public open space for activities and events.

Overview...

The provision of a moveable sill or gate to provide a permanent body of water within the harbour, the creation of additional berths and high quality improvements to the surrounding public space will help to ensure that the harbour becomes a distinctive area.

A refurbished Jennings Building...

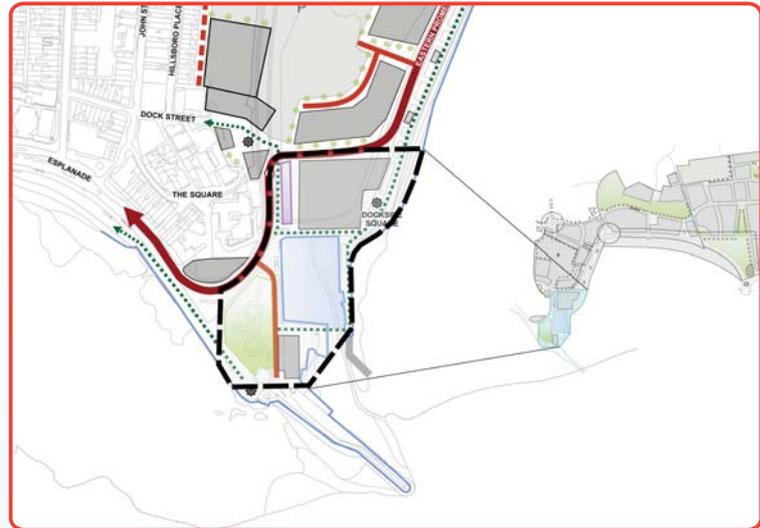
The old Jennings Building is to be rejuvenated to provide commercial leisure facilities. This may include cafes and restaurants which will make the most of their harbour side location and 'spill out' onto the open space on both sides.



Artists impression of the revitalised harbour area



Artists impression of the revitalised harbour area



Location of the Harbour Quarter area (see masterplan on board 3 for location of the character area within the overall site)

New leisure attractions...

A new leisure building north of the harbour providing indoor, all weather facilities is intended to act as a major 'attractor' and will be designed to the highest standard. A striking contemporary building is envisaged.

Improvements to Cosy Corner...

A remodelled Cosy Corner will provide an improved area of public open space which will complement the immediate harbour environment. This new space could provide opportunities for year round events and potentially incorporate a new amphitheatre.

Attractive, high quality design....

Within the harbour area as a whole the use of attractive hard landscaping will be encouraged.

All proposals would need to conserve and, if possible, enhance the character of this part of the Porthcawl Conservation Area and its constituent listed buildings.

Economic benefits....

The harbour area, including the various project elements, will result in the following estimated economic benefits:

- The creation of 152 full time equivalent jobs, 90 of which will be local.
- An increase in revenue for the town of £2.7million each year.
- Over £11m of investment in the harbour area.
- Increased visitor numbers and spend in the town (accurate figures for these will be calculated when the precise end use has been identified for the leisure facility).

For further details on the Harbour Quarter see pages 20 to 27 of the Planning Guidance document.

The Commercial Core

Vision:

This area will be the focus for new commercial, particularly retail, activities. A new food store will be the main element of the proposals. It should be closely integrated with the existing town centre and the revitalised harbour.

A new square, to the south of Dock Street and the new food store, will create a new focal point.

Overview...

This Commercial Core will be an integrated extension to the town centre. The main element is the proposed new food store (approx 50,000 sq ft) together with the provision of further additional retail units providing a frontage to Dock Street. These additional units are envisaged to be independent of the larger food store, with a total floorspace of around 20,000sq ft.

A new food store...

A new food store is an essential part of the overall strategy for the regeneration of Porthcawl. Indeed, a new flagship store is required to meet customer demands and, importantly, to reduce expenditure leakage and the number of unnecessary car journeys outside of the town, with their resulting environmental impact.

New retail units and a town square...

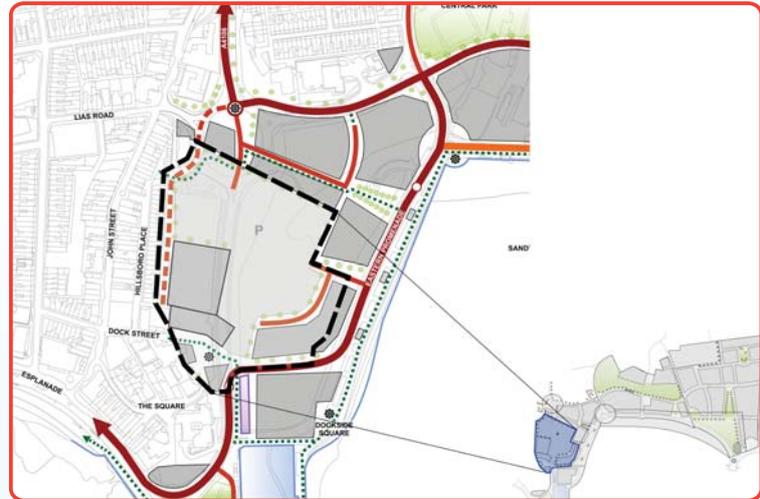
South of Dock Street, framed by the new retail units, it is envisaged that a new, small town square will be created. This will provide an attractive setting for vibrant and active ground floor uses.

Parking provision....

Parking for the Commercial Core will be located immediately to the north and east of the food store. 690 spaces will be provided to:

- replace the provision currently available at Hillsboro' Place which serves the town centre and health centre;
- provide for the needs of the proposed retail stores; and
- provide for the proposed new leisure use adjacent to the harbour.

The parking will be screened from major public areas by buildings and extensive landscaping. There will also be clear, attractive pedestrian connections to John Street and Dock Street.



Location of the new Commercial Core (see masterplan on board 3 for location of the character area within the overall site)

High quality design....

The food store should be of a high quality architectural design, creating a bespoke supermarket building for the town. It is essential that all key frontages are active, to provide increased natural surveillance, and are attractive in themselves.

The design of buildings should acknowledge that the southern part of this area is within the Conservation Area and that development elsewhere may have an impact on its setting. Accordingly, the development should demonstrate strong architectural qualities.



Example of the type of design that could be appropriate for the new food store

For further details on the Commercial Core see pages 28 to 30 of the Planning Guidance document.

The Promenades

Vision:

The Promenades will provide a continuous link from the harbour in the west to Rhych Point in the east. They will also incorporate flood defence works, in order to provide an adequate level of protection to both existing and new development.

Overview...

The Eastern Promenade will be revitalised and together with a new Sandy Bay Promenade this will create a showpiece route running around the bay linking the Eastern Promenade to Foreshore Park and Rhych Point beyond. Both Promenades will play a critical role in terms of protecting existing and proposed development from flooding.

The Sandy Bay Promenade

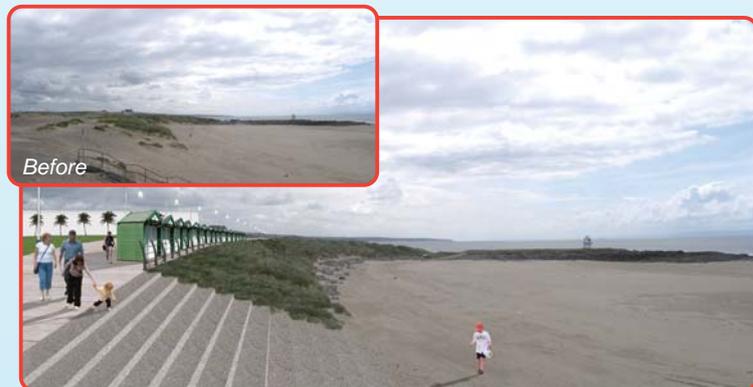
Between the Sandy Bay Gateway and the start of Foreshore Park, Sandy Bay Promenade will function as a key pedestrian and cycle route. It will have a bespoke design that will enable it to function as a vehicular route if required.

Along the frontage of Foreshore Park, a pedestrian and cycle only promenade will continue adjacent to the coast. There will be opportunities for kiosks, incidental attractions and potentially beach huts. Buildings fronting the Promenade will provide space for a mix of uses which could include restaurants and bars. Buildings will be a minimum of 3 storeys in height.



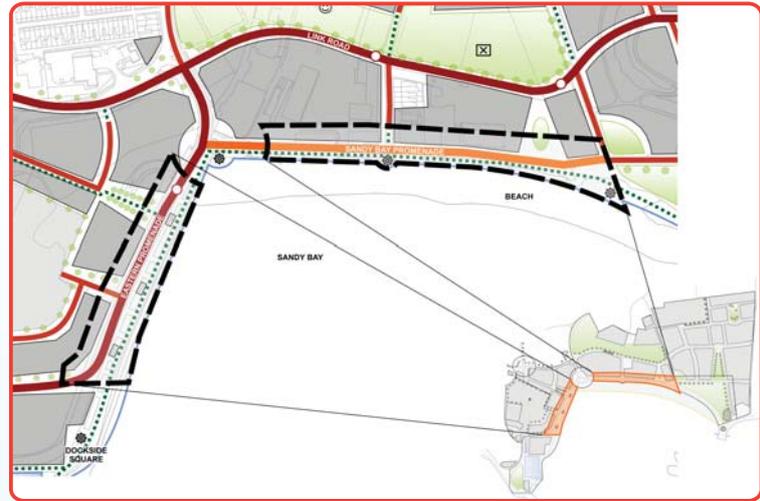
Before

After



Before

After (sea defences, beach huts and promenade fronting Foreshore Park)



Location of the two new Promenades

The Eastern Promenade

The Eastern Promenade will be a primary route for vehicles and will also be a bus route. A wide promenade (11.5m) will provide facilities for pedestrians and cyclists as well as space for kiosks. Some visitor and disabled parking could be included parallel to the kerb.

Buildings along the Eastern Promenade will provide opportunities for mixed use development with vibrant ground floor commercial uses, and will be between 3 and 6 storeys high.

Flood defences...

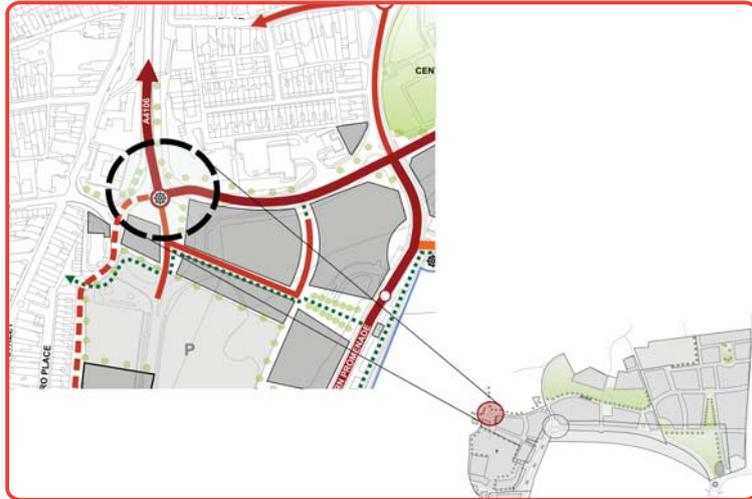
The proposed coastal defence works include:

- A stepped revetment (to provide improved access to and from the beach), crest wall along the western half of the upper beach.
- A rock revetment along the eastern half of the beach to provide a more natural defence.
- Continuation of the rock revetment along the western and eastern sides of the root of Rhych Point to reduce further erosion.
- Maintenance of the western breakwater.
- Refurbishing and raising the Eastern Promenade seawall.
- Raising the road to the east and south of the former Salt Lake car park.

These works will protect not only the proposed new development area, but also 441 houses which are currently at risk.

For further details on the Promenades see pages 31 to 41 of the Planning Guidance document.

Entrance Gateway....



Location of the new Entrance Gateway

Vision:

Entrance Gateway (where the route from the north meets the new Eastern Promenade), should be a memorable point of arrival to the town, creating a strong first impression.

Overview...

For most visitors their first view of the new Waterfront Area will be Entrance Gateway. This is therefore an important space that provides a unique opportunity to make a positive first impression.

Entrance Gateway is an important junction, both for vehicular and non-vehicular traffic. A roundabout will be required to accommodate traffic routing between the north, the new Eastern Promenade and the new main east west link road through the Waterfront Area. The junction will also provide access to the new foodstore and car park.

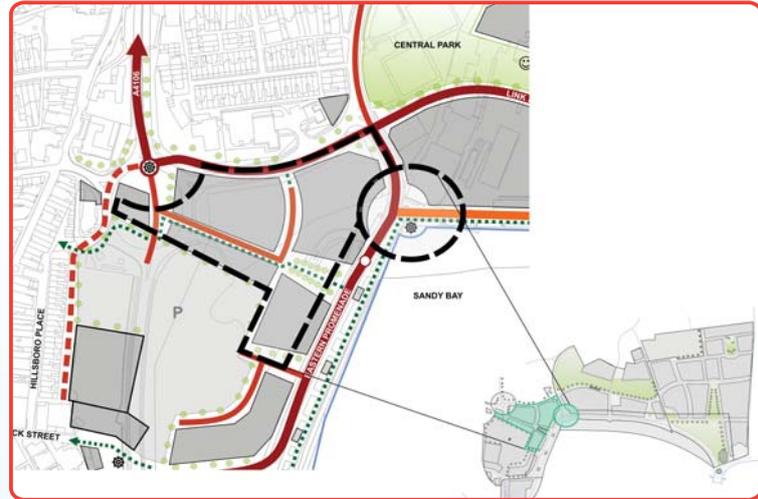
A memorable space....

This space will set a high architectural standard and provide a lasting first impression through the development of attractive 'signature' buildings, high quality landscaping and the inclusion of public art.

New community facilities...

It is envisaged that this area could become a community hub with facilities that could include a new tourist information centre, a community building, youth facility, new library, a church and new primary health care facilities.

Western Residential Quarter/Sandy Bay Gateway



Location of the new Western Residential areas and Sandy Bay Gateway

Vision:

The Western Residential Area should be of an attractive, high quality design which relates well to the adjacent foodstore. The design should give a strong message about the image and nature of the development as a whole.

Overview...

The Western Residential Quarter will front onto the new Eastern Promenade. Development will enjoy expansive views of the foreshore and the English coastline beyond.

Buildings will be mainly three storeys high, with taller buildings up to five or six storeys overlooking the Eastern Promenade.

Open space and pedestrian links....

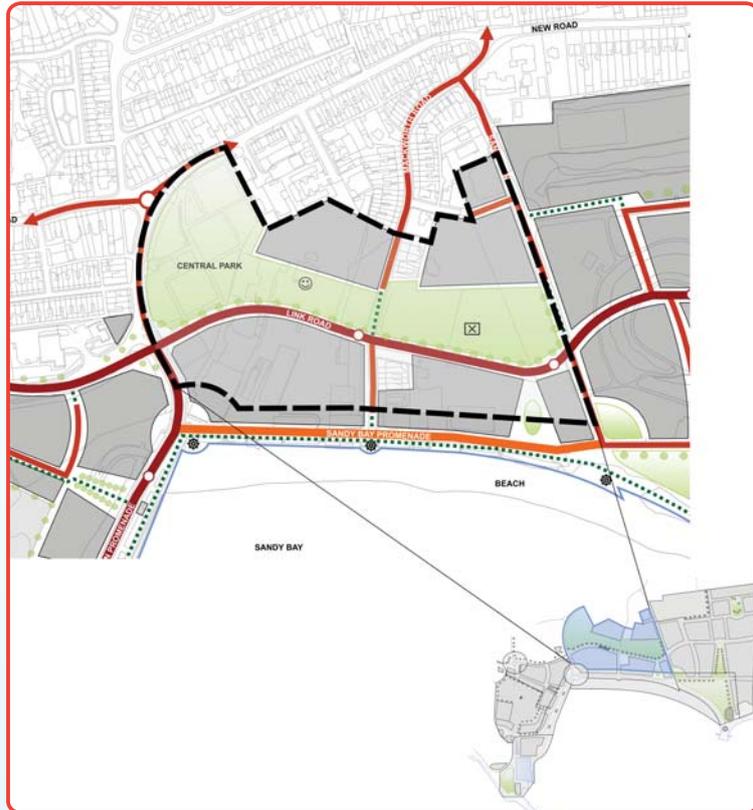
An area of open space will be provided running east - west from the Eastern Promenade. This will form an important pedestrian link to the town. Along this space there will be an opportunity to introduce ground floor commercial uses. A kiosk could also be included in the centre of the space.

A key junction....

The Sandy Bay Gateway is the point at which the Eastern Promenade meets the Sandy Bay Promenade. At this important junction a new roundabout will be provided. Residential uses will surround this space and enjoy attractive views over the bay.

For further details on the Entrance Gateway and Western Residential Quarter see pages 42 to 47 of the Planning Guidance document.

Residential, Leisure and Commercial Quarter



Location of new Residential, Leisure and Commercial Quarter (see masterplan on board 3 for location of the character area within the overall site)

Vision:

This area will provide a mix of residential, leisure and commercial uses. Indoor leisure activities will be provided alongside an enhanced and enlarged park and high quality housing.

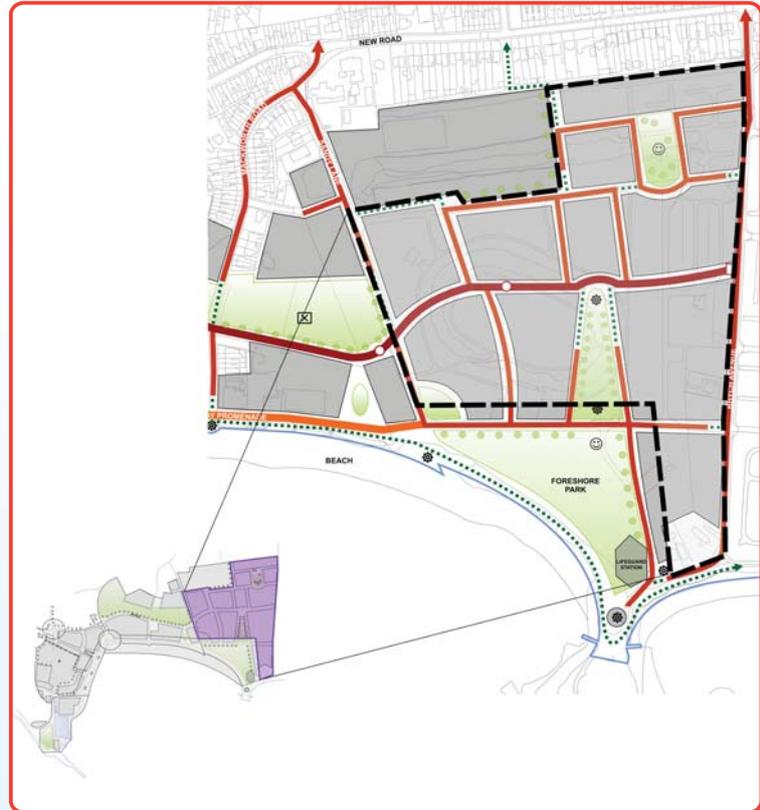
Overview...

An extension to Griffin Park will provide a new central park forming a green arc through the redevelopment area. This will create a unique green setting for the residential development around its perimeter.

The new central park will be the focus of a wide range of activities for the whole community. It will be an important location for new public art. The design should enable certain leisure uses to operate in the area.

The new east-west link road passes along the southern side of the park. This will be an important bus route and will also include facilities for cyclists.

Eastern Residential Quarter



Location of the new Eastern Residential Quarter (see masterplan on board 3 for location of the character area within the overall site)

Vision:

In this area high quality housing will be set around pockets of attractive open space providing a formal setting for properties which are set back behind tree-lined roads and parkland. This will give this part of the development a garden suburb character.

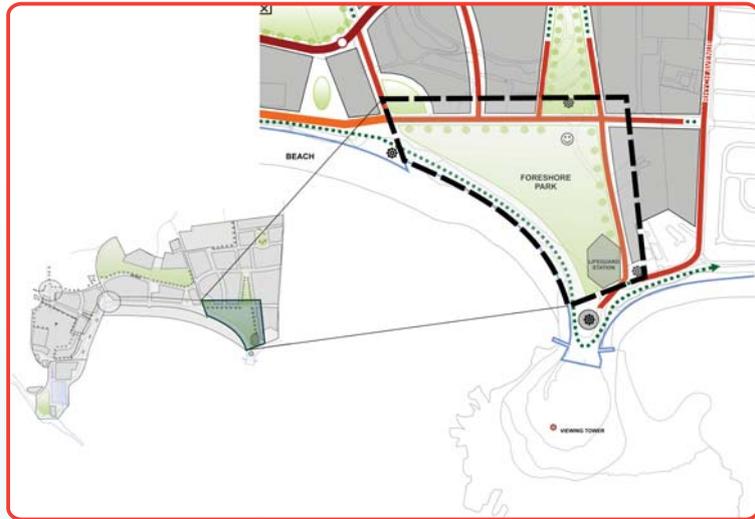
Overview...

This contains the bulk of the residential development within the Porthcawl Waterfront. High density housing, of 3 to 4 storeys in height, will take advantage of attractive sea views. To the north, lower density two to three storey housing will integrate well with existing development.

This area will contain a number of important areas of open space. As well as residential squares, a larger area of open space is envisaged, linking to the new Foreshore Park. This will provide an attractive formal parkland setting for new housing set back behind tree-lined roads. This space will also provide a location where specially commissioned pieces of public art can be showcased.

For further details on the Residential, Leisure and Commercial Quarter and the Eastern Residential Quarter see pages 48 to 54 of the Planning Guidance document.

Foreshore Park



Location of the new Foreshore Park (see masterplan on board 3 for location of the character area within the overall site)

Vision:

Foreshore Park will provide a relaxed open green recreational space, providing a counter-balance to the more formal linear public space along the promenades to the west, and complementing the beach amenity. It will be a distinctive place with close design associations with the sea and beach.

Overview...

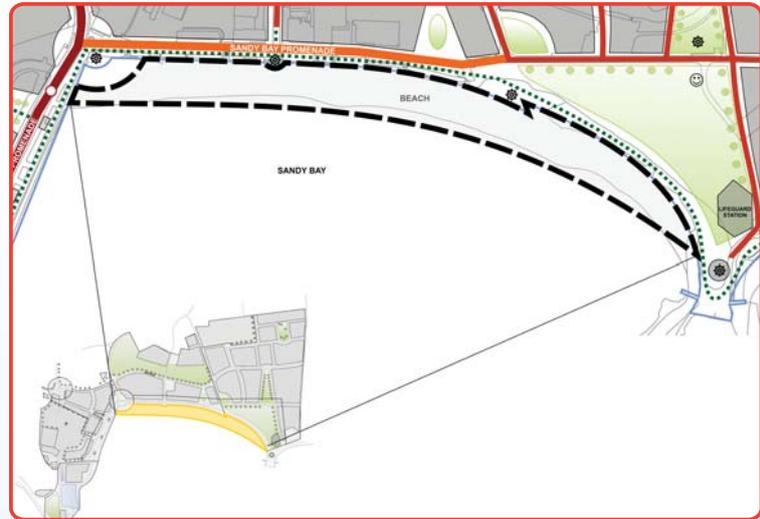
Foreshore Park would form a key part of the open spaces network, with pedestrian and cycle links to adjacent areas. It will provide a soft, natural environment abutting the Bay and a potentially quiet and safe environment for children to play. The area could act as a focus for occasional community events and fairs.

A road will run around the northern edge of the park. This will provide visitor parking with views out to sea.

The buildings fronting Foreshore Park and facing the seafront should be terraces with between three and four storeys. These buildings will be subject to extreme weather conditions and will be visible from across the bay. They will therefore need to be carefully designed.



The Beach



Area of improvements to the beach (see masterplan on board 3 for location of the character area within the overall site)

Vision:

The beach will become the focal point for the resort with high quality facilities and amenities attracting visitors from across the region. It will be effectively managed to allow enjoyment by different user groups without conflict and in safety. Watersports events and family leisure will be enhanced and the quality will be such that a European Blue Flag award will be applied at Sandy Bay.

Overview...

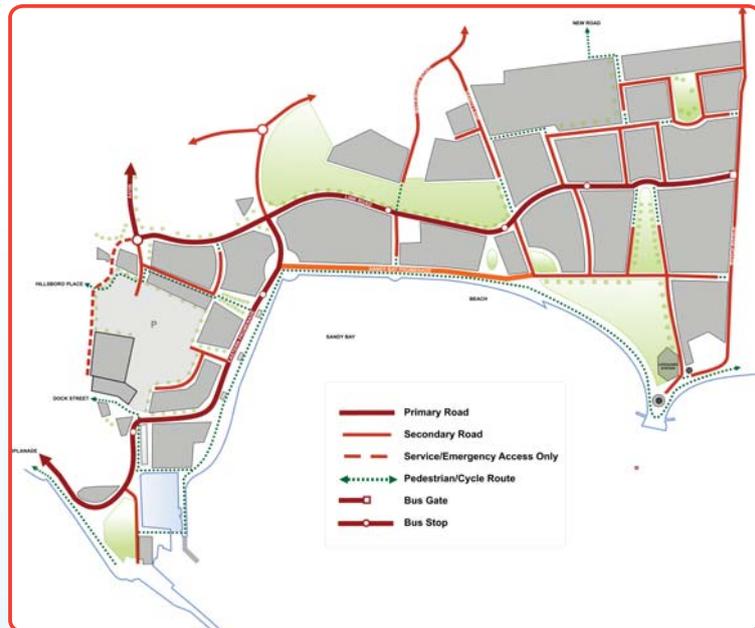
The beach is a key catalyst for tourism, and improvements associated with this environment will be crucial to achieving high levels of visitor satisfaction in the resort as a visitor destination. The overall design of the beach area should aim to deliver a high quality beach environment that is safe and secure and provides a quality visitor experience and achieves blue flag status.

There is also an opportunity to include beach huts and kiosks along the new promenade.



For further details on Foreshore Park and the Beach see pages 55 to 60 of the Planning Guidance document.

Vehicular Routes

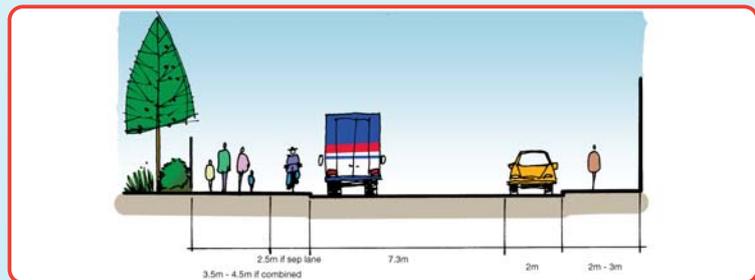


Proposed road hierarchy

The Waterfront proposals are based around a network of streets which will help spread traffic volumes through a choice of routes. The network will include:

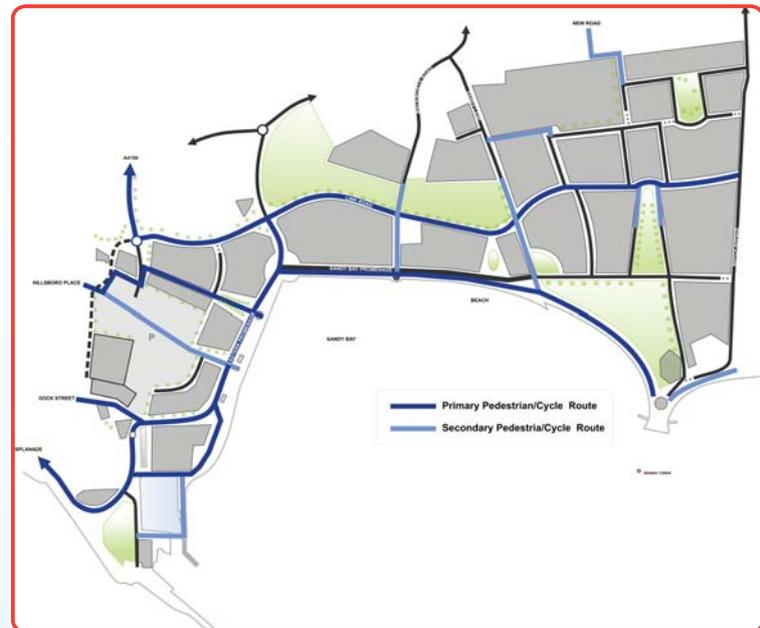
- Primary routes - the main access from Boulevard de St. Sebastian sur Loire, the link from the Portway Roundabout to Griffin Park; the Eastern Promenade, and along the east - west link road through the central and eastern parts of the development. These routes would also carry buses.
- Sandy Bay Promenade - providing enhanced pedestrian and cycle facilities.
- Secondary routes - essentially residential roads providing access from the development parcels to the primary routes.
- Mews courts providing access to the rear of residential properties.
- Service roads and streets providing emergency access only - including a link to the rear of the food store.

Easy access to public transport will be a key feature of the design. It is proposed that some existing services could be diverted through the site. In addition, the development also provides an opportunity to develop an exclusive bus route to the town centre.



Illustrative layout of the main east west link road through the development

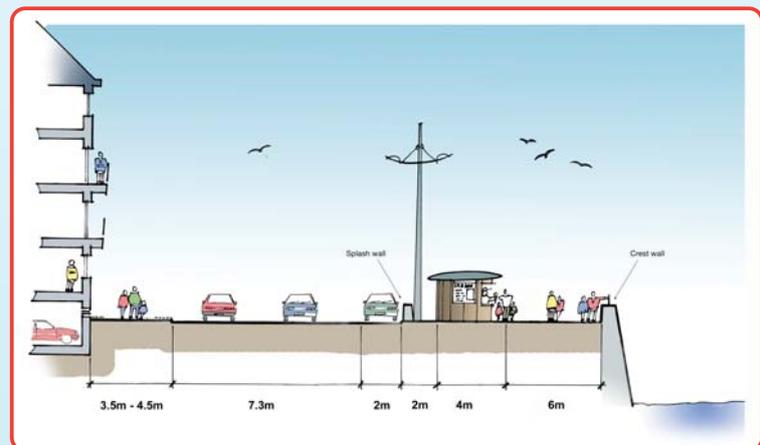
Pedestrian and Cycle Routes



Proposed key routes for walking and cycling

All routes within the development area will be designed to be safe for walking and cycling. However, key routes for walking and cycling include:

- A principal route along the seafront, from Rhych Point to the harbour area, along Sandy Bay Promenade and the Eastern Promenade.
- Vehicular routes, specifically the east - west link road, between the new development and the existing town centre which should also provide high quality pedestrian and cycle routes.
- Attractive and convenient traffic-free links which strengthen the linkage between the seafront, regeneration area and the town

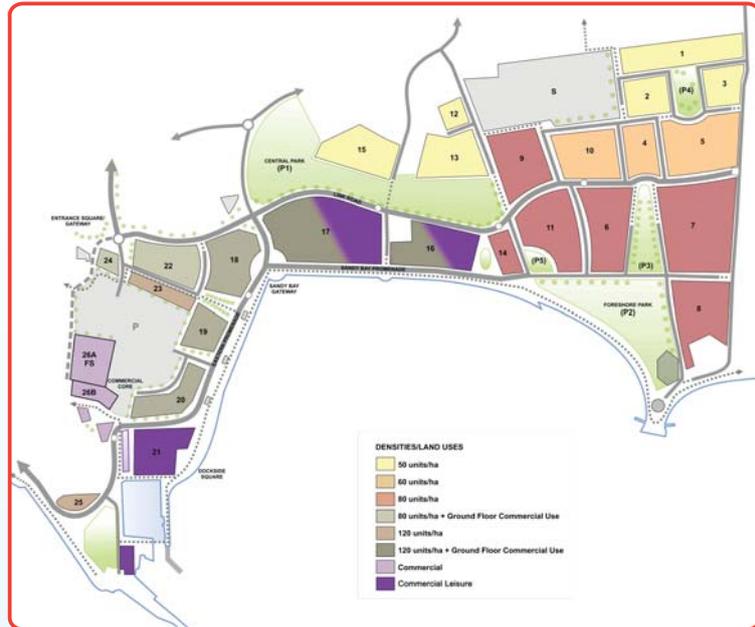


Illustrative layout of the new Eastern Promenade

For further details on the road hierarchy, pedestrian and cycle routes and bus routes see pages 64 to 70 of the Planning Guidance document.



Density



Anticipated spread of uses and densities

The planning guidance provides an indication of the anticipated spread of residential densities across the site.

The highest densities are likely to be in the western residential area, and along Sandy Bay Promenade. These will be around 120 dwellings per hectare with commercial uses on the ground floor. In the eastern residential area densities of around 80 dwellings per hectare are envisaged, nearer the sea front, decreasing to 50 dwellings per hectare adjacent to existing housing. Across the site, there will be a significant element of affordable housing.

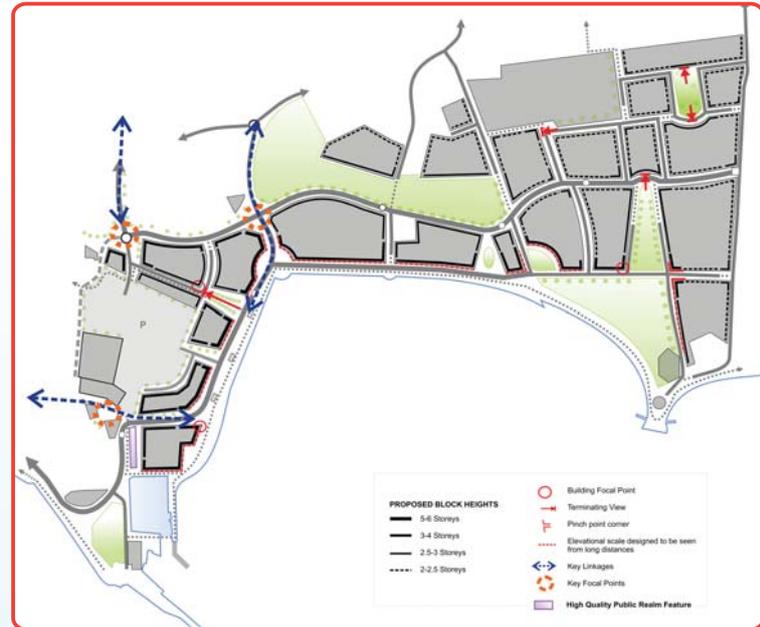


Lower density, smaller scale housing will be located adjacent to existing residential areas



Higher density development could be positioned along the sea front

Urban form and mixed use development



Anticipated building heights

The highest buildings would be located along the sea front in order to make the most of attractive views.

Building heights should become lower further north, and those adjoining the existing residential area should be two or two and a half storey.

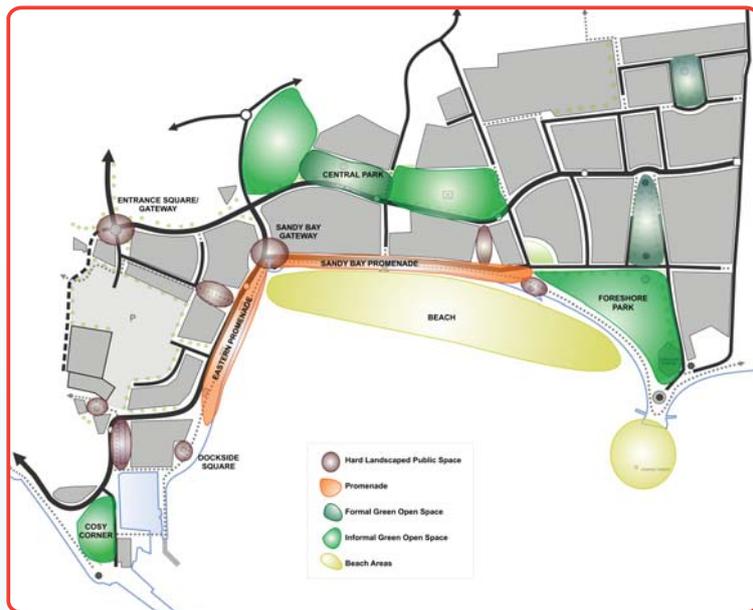
Mixed use development will be encouraged throughout the site, but be particularly promoted:

- Along Dock Street, between the new retail space and food store, and along the Eastern Promenade;
- Adjacent to Dockside Square;
- Around Entrance Gateway;
- Around the tapered area of open space at the north of the Eastern Promenade;
- Around the harbour; and
- Along the frontage of Sandy Bay Promenade.



Commercial uses on the ground floor will provide opportunities for cafes and bars with pavement tables

For further details on the road hierarchy, pedestrian and cycle routes and bus routes see pages 74 to 77 of the Planning Guidance document.



Areas of open space

Parking

The recommended approach to parking is set out in detail in the Parking Strategy, which is available as a separate document. This page provides a summary of the detailed analysis contained in that document.

The principal retail and town centre parking will be provided adjacent to the supermarket and to the east of Hillsboro Place. As set out in Board 5, 690 spaces will be provided to replace the provision currently available at Hillsboro Place. It will also provide parking provision for the new retail stores and leisure facility adjacent to the harbour.

Tourism parking will be available in the principal car park, at Cosy Corner, along the Eastern Promenade and potentially on-street. On peak days additional provision will be needed. This will be through the use of appropriately located areas of land away from the town centre on a Park and Ride basis for peak periods.

Parking for the residential areas will be provided in a combination of ways, including undercroft parking, on-plot parking (driveways and garages), mews court parking at the back of blocks and on-street parking.



In the lower density residential areas, parking will be provided in rear mews courts

Open Space

It is envisaged that significant areas of public open space will be created throughout the new development area. These will include:

- New hard landscaped squares;
- New formal green and open spaces, including a new central park (incorporating and extending the existing Griffin Park), a new Foreshore Park and a remodelled Cosy Corner;
- New areas of informal open space in the residential areas;
- Two new promenades; and
- An improved beach environment.



Areas of open space will be overlooked by adjacent properties to ensure security and surveillance

Other guidance

- High quality paving materials will be used to create a good quality finish, especially in pedestrian areas;
- Lighting will be improved and will be used to make spaces and streets more attractive;
- Good quality street furniture will be appropriately located, especially along the seafront promenades;
- Appropriate planting will help to create an attractive environment. Plants will need to be carefully selected to withstand the coastal environment;
- Public art should be used to develop character, identity and a sense of place;
- All public spaces should be overlooked, so as to benefit from natural surveillance;
- Building design should make sufficient provision for the storage of refuse;
- New buildings should demonstrate good standards of energy efficiency and sustainability.

Environmental issues

The Planning Guidance has been the subject of a Sustainability Appraisal, incorporating a Strategic Environmental Assessment (SEA). These identified a number of positive effects that the proposals will result in but also advised that sustainability could be further improved by taking account of the recommendations contained within the report (please see the SEA document for details). These issues will be considered further as part of the next steps.

For further details on the topics covered above see pages 71 to 73 and 77 to 90 of the Planning Guidance document.



Next Steps

This consultation is part of a six week period during which everyone has the opportunity to comment on the proposals for the Waterfront area. This consultation fulfils the statutory requirements of the planning process.

A number of staffed exhibitions will take place during the six week period. These are as follows:

- **Thursday 6th September:** Tourist Information Centre, John Street, 9am – 5pm
- **Friday 7th September:** Tourist Information Centre, John Street, 9am – 5pm
- **Saturday 8th September:** Tourist Information Centre, John Street, 10am – 4pm
- **Wednesday 12th September:** Grand Pavilion (main theatre), 1pm – 6.30pm
- **Thursday 20th September:** Grand Pavilion (Café Bar), 9am – 5pm
- **Friday 21st September:** Grand Pavilion (Café Bar), 9am – 5pm
- **Saturday 22nd September:** Grand Pavilion (Café Bar), 9am – 5pm

A public meeting will also be held at 7pm on Wednesday 12th September at the Grand Pavilion. Anyone is welcome to come along to this session. Council officers will give a presentation on the Planning Guidance and will then take questions.

The consultation period will close on 1st October 2007. All responses received before this date will be analysed and, where appropriate, amendments to the Planning Guidance will be considered.

It is then intended that the Planning Guidance will be 'adopted' as Supplementary Planning Guidance (SPG). This will mean it will become a 'material consideration' in determining planning applications. It will therefore have a formal status and will be used by the council to market the site to potential developers. The guidance will be used to ensure that the redevelopment of the Waterfront Area takes place in an appropriate way. Once the guidance is adopted it will replace the 2004 SPG.

**6 week consultation period
Closing date 1st October 2007.**

All comments will be analysed and reported.

Where appropriate amendments will be made to the Planning Guidance Document. These will be agreed with Officers and Members from the Council.

The revised document will be adopted as Supplementary Planning Guidance.

The Council will market the site to potential developers.

Developers will draw up proposals for parts of the site based on the Planning Guidance.

How can I have my say?

This is your opportunity to have your say on the proposals for the Waterfront area. You can either:

- Complete the consultation questionnaire and hand it in at one of the exhibitions or send it to Mr Martin Hooker, Assistant Director - Planning Services, Civic Offices, Angel Street, Bridgend, CF31 4WB;
- Submit your completed questionnaire on-line at www.bridgend.gov.uk under the 'consultation' section;
- Email your comments directly to planning@bridgend.gov.uk;
- Write directly to the above address; or
- Fax your comments to Mr Martin Hooker, on 01656 643190.

Please ensure that all comments reach us by 4:30pm on **1st October 2007**. Unfortunately, any comments received after this deadline will not be accepted.

Appendix B - Copy of Feedback Form

4. Were there any elements of our proposals that you particularly liked or were particularly supportive of?

Yes

No

Please specify what you particularly liked or supported _____

Continue on a separate sheet if necessary

5. Were there any elements of our proposals that you particularly disliked or had concerns about?

Yes

No

Please specify what you particularly disliked or had concerns about _____

Continue on a separate sheet if necessary

6. Chapter 3 of the Guidance (page 61-90) contains details of the “Design Guidance for Key Topics”. Do you feel there are any topics missing from this section?

Yes

No

Don't know

Please specify what you feel is missing _____

Continue on a separate sheet if necessary

Character Areas

The waterfront area and the three broad development concept areas have been divided into a series of ‘character areas’. Section 2.2 of the guidance covers these character areas, and describes the specific design issues to be addressed in each area. We would like to know your thoughts on our proposals for each of the character areas that you have an interest in.

How much do you agree or disagree with our proposals for each of the character areas?

(please tick)

PROPOSAL	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Nor interested /not read section	Don't Know
7. Harbour Quarter (section 2.3, page 20)							
8. Commercial Core (section 2.4, page 28)							
9. The Promenades (section 2.5, page 31)							
10. Entrance Gateway (section 2.6, page 42)							
11. Western Residential (section 2.7, page 45)							
12. Residential, Leisure & Commercial Quarter (section 2.8, page 48)							
13. Eastern Residential Quarter (section 2.9, page 50)							
14. Foreshore Park (section 2.10, page 55)							
15. The Beach Environment (section 2.11, page 59)							

Please comment further on your answers to Questions 7 - 15 and where appropriate indicate how you think the guidance should be changed. Please specify which character area(s) you are referring to in your answer.

Continue on a separate sheet if necessary

16. Please use the space below to make any general comments about the proposals, not covered elsewhere

Continue on a separate sheet if necessary

17. Have you read the Strategic Environmental Assessment?

Yes

No

Do you have any comments you would like to make about the Strategic Environmental Assessment?

Continue on a separate sheet if necessary

18. This questionnaire is widely available - please let us know in what capacity you are answering *(tick all that apply)*

Read the document on-line Read the document at a library/tourist information centre/at the planning department

Read the newsletter sent to all households Attended a public meeting Attended a public exhibition

19. Are you answering this consultation on your own behalf, or on behalf of a group or organisation?

Individual

On behalf of a group/organisation

As an agent on behalf of someone

Please specify the name of the person/organisation you are representing _____

20. If you are an individual, could you indicate which age range you are in

16 - 34

35 - 54

55+

21. Please indicate whether you live here, work here, are visiting here or other

(tick all that apply)

Live in Porthcawl

Work in Porthcawl

Visit Porthcawl for leisure/recreation

Other

If other, please specify _____

22. Personal contact details of people responding to the consultation may be published.

Please indicate one of the following

Do not publish my personal contact details

I am happy for my details to be published

Further Information

This form will be made available for the public to inspect, therefore any matters of a confidential nature should not be included. Should you require any further information or assistance, please contact the Planning Services Department on the following telephone number (01656) 643165 or by e-mail: planning@bridgend.gov.uk. You can also complete and return this form on-line, go to www.bridgend.gov.uk and click on consultation.

Please Remember

Completed forms must be returned not later than 4.30pm on Monday 1st October 2007.

Please return to:

Mr Martin J Hooker,
Assistant Director of Planning Services,
Bridgend County Borough Council, Civic Offices,
Angel Street, Bridgend, CF31 4WB.

Appendix C - Record of Public Meeting

PUBLIC MEETING – 12TH SEPTEMBER 2007

MINUTES

Present:-

Councillor Lilian Davies – Chair of Planning & Development Committee	CLD
Councillor Bob Burns – Cabinet Member	CBB
Martin Hooker – Assistant Director Planning	MH
David Llewellyn – Head of Development Planning	DL
Louise Fradd – Director of Regeneration	LF
Gareth Moss – Executive Director Resources	GM
Aubrey Green – Head of Highways	AG
John Duddridge – Head of Transportation	JD
Denise Fletcher – Head of Tourism	DF
Andrew Jones – Porthcawl Project Officer	AJ
Mark Shephard – Assistant Director Leisure and Cultural Services	MS
Mark Sabine – Environment Agency	MSb

CLD– Chair of Planning and Development Committee opened the meeting at 7pm, introducing herself and the top table. She explained how the document subject to this consultation incorporated revisions to the 2004 adopted SPG.

Members of the public were asked to keep to matters contained within the document and advised them that the meeting was being recorded. The public were also encouraged to return their questionnaires.

MH – Assistant Director – Planning services gave a power point presentation on the regeneration proposals. A Question (Q) and Answer (A) Session followed:-

Q – There is nothing mentioned about a swimming pool in the presentation.

A – MH - The pool would need to be a viable proposition, the running costs would need to be covered. Revenue costs and budget management issues indicate that a pool would not be affordable.

The matter was then passed to MS – Assistant Director – Leisure and Cultural Services and GM – Executive Director – Resources.

Q – How come other places manage to run swimming pools?

A - MS – I am aware of the history and what an emotive issue a swimming pool for Porthcawl is. However, the Council's position is that an additional pool in Porthcawl is not viable.

There is a pool in Pyle used by a large number of Porthcawl residents and a private pool in Trecco Bay (which has inevitably taken some of the tourist market). A new pool is in our opinion not an option but BCBC could negotiate with Trecco Bay, to introduce Bridge Cards or public swimming lessons to enhance its public usage.

Q - With the allocation of housing, would there not be a demand for a pool – has this been taken into account?

A – Even taking the potential additional housing into account there would not be enough demand for an additional pool to be viable.

Q - John Taylor – If Porthcawl has “Premier Resort” aspirations, then a swimming pool is vital. Are there any grants available? Are there any grants available to incorporate renewable energy proposals. Sustainable development is important – Please re-examine pool is vital. People could come in Winter. How does everybody else afford a pool.

A - Sustainability building issues is covered in document. (BREEAM excellent standard).

The revenue costs associated with a pool relate for the most part to the wages that would need to be paid to people to run it.

Q - Can pool be placed in Jennings Building.

A - The cost of running a pool in Jennings Building is too high. It would have to be a lower cost.

Q - People of Porthcawl want a pool!

Q - Pyle pool cannot cater for the residents of Porthcawl as it is always in use for scheduled swimming lessons!

Q - Steve Maitland Thomas – There is a massive influx of people to Porthcawl. It is a major tourism destination even without regeneration. Porthcawl needs a pool in the wet weather to cater for this. The development does not seem well planned.

Q - Des Rees (SHOUT) – I doubt whether Porthcawl will benefit from sale of land! We as residents will not gain.

The loss of 56 acres of public open space at Sandy Bay should be replaced by the Council.

Cannot use Splashland it only has one lane along side of pool.

Same people just spent 6 million pounds on refurbishing Ynysawdre Pool.

Sandy Bay should be replaced by the Council.

A - We are considering a process of SPG. It is a political matter for the Authority – it is up to elected Members how to spend receipt money. Mr. Rees your process is founded on failed logic. Sandy Bay is not public open space it is a brownfield site. BCBC feel that land at Salt Lake car park could work much harder.

Capital receipts is a separate matter.

Q - Are the Authority aware that three “Nippers Clubs” exist in Porthcawl? This is a source of revenue for Porthcawl which is going to Pyle.

Q - Youth Leader – There are more pressing issues than getting a pool in Porthcawl – do you want taxes raised? Use Pyle

Q - Jean Flow – There should be a proposal for a Visual Art Centre in the Jennings Building. The public need an art facility, would there be a chance?

A - LF – Leisure building needs to be sustainable (not a white elephant in the future) - The Jennings Building is vital and important to see what can be delivered. BCBC are analysing and looking at demand.

There is also a demand for ‘soft play’ centres and places like “Technique”.

Jennings Building needs to be sustainable for the people of Porthcawl.

Q - There is a disproportionate amount of housing – the percentage is too much. Although Porthcawl has splendid accommodation units and hotels there are some iconic buildings from the 1920s, it is a disgrace. As a major tourism resort we need a high quality hotel, this will benefit the people of Porthcawl which could pay for a pool!

A - DF – BCBC have to think about ability to cope with demand. Approaches have been made to hotel operators but there is no interest at the moment. The SPG is flexible enough to accommodate a high quality hotel. Have to recognise that if quality is improved then investment will follow and the regeneration of the resort itself is of utmost importance.

Q - Small businesses would be affected, they should be used to enhance Porthcawl eg. The operating of, ice-cream kiosks, small indigenous businesses should be given options before national players.

The parking at the superstore should benefit the town.

A - LD – All points will be assessed.

Q - Harbour Improvements – pontoons are still exposed to S E swell.

Shout's proposals could increase the harbour capacity by 100, has this proposal been looked at?

A - MH – Proposal has been looked at – Planning issues are problematic.

Sliding gates would deal with S.E. swell which will protect pontoons.

The cost of off-shore engineering would be too great.

If we interfere with sediment transfer then we would need very expensive modelling (costly and timely) to meet requirements of SEA.

Not reasonable to incur the cost and delay.

AG – Eastern breakwater will be extended. Confident that it would deal with S.E. swell.

Original entrance was in the S.E. and it worked satisfactorily.

The harbour is in its final position.

Q - Proposals are to take away pool, funfair and develop four storey buildings – what would draw people to Porthcawl when development is finished? This question is directed at the Chair of the meeting

A - CLD – improved leisure centre and improved flood defences.

Q - Ray Perkins (Porthcawl Harbour Boating Club) – plans are reasonable. Problem in digging out inner harbour, a sill / gate would provide an extra 40 minutes for boat movements – tide times and calculations means that yachts etc will not be able to use it!

A - AG – To go back to original sill means dredging existing harbour. The idea is to have a movable sill/gate which will improve tidal access.

Q - This scheme just involves houses! Digging out Salt Lake would not cost too much.

A - MH – The cost to excavate Salt Lake for a marina is very significant.

We are not proposing houses for the ‘fun of it’.

You have to be reminded that houses are needed for the people of Porthcawl, which includes affordable housing, which we have a duty to address and deliver the housing requirements of the UDP.

Q - Why not put houses at back of Porthcawl?

Q - Transport Questions – hierarchy

Will you be able to drive along promenade? No ‘vista’ of the sea when you come into Porthcawl! What is the tourism impact of this?

A- LF – I have listened to every comment.

You will have a long promenade all the way to Rest Bay

No housing at the back of the marina it will be leisure.

Will keep promenade traffic free maybe the land train will have access.

The housing will create revenue to deliver the leisure requirements and flood defences. Will not be developed without economic return.

This plan will deliver, need to think about this.

Q - Can we maintain lovely view of the bay.

A - LF – Views will be maintained.

JD – Enhancement for pedestrian and cycle movement along Eastern Promenade.

Sandy Bay promenade will primarily be for walking, cycling and other leisure facilities. It is required that if you have access to housing you have to have access for emergency appliances. This will be along the promenade and as such it will, in accordance with regulations, be 11.5m wide, so available for leisure uses.

At this point CLD reminded the members of public that she would not have a view / opinion until she has read all correspondence and only then will she consider her view at the Planning and Development Committee

Q - Does infrastructure take on board the disabled of the area?

A – MH – Legislation has moved on significantly. All planning applications must be accompanied by an “Access Statement” which addresses issues relating to access for the disabled.

Everything will be designed for disabled safety.

Q - Why a Church on the Portway roundabout?

There is already a number in the vicinity. Do you know what denomination it would be?

A - The church is a request from the other landowner but it will have community uses within it.

Q - There is no profit from a church, they do not make money!

A - GM – Capital Receipt will be pro rata to the land holdings. Council will retain for itself the leisure area, and on a similar basis a church could be delivered on land retained by the current landowner.

It is only a proposal at the moment.

Q - Who is the landowner?

A - Roddy Evans

Q - Do we have a ‘local’ member amongst you.

You hold the future to this town.

Why is there no local representative among you – to put local views forward, because you are not listening.

A - MH – I have to give an unbiased opinion to Planning and Development Committee. Members have to be unbiased. Members need to stay out of discussions to avoid any future accusation of pre-determination. Cabinet will need to declare an interest as they have been involved in land issues.

Planning Law is important. BCBC have got to get it right.

Q - John Bunker – Lets move forward – There are positive things:-

- Supermarket

- Improvement to Eastern Promenade and Sandy Bay
- Extension to Griffin Park
- Amphitheatre in Cosy Corner

But there is concern; there are too many ‘ifs and buts’, there is nothing really concrete that the people of Porthcawl can take away, just ‘possibilities’.

Another concern is the effect of 3000 additional people on new and current primary schools.

A - MH – Education implication has been discussed – There will be a requirement in the Section 106 Agreement for facilities at Newton Primary School.

Q - Account for design - ‘Strident’ Building (i.e. Redrow) can we be assured this will not happen again?

A - All applications will go through the planning process! Applications are voted on by Members with an officer recommendation.

There will be public engagement!

Also the Design Commission for Wales’ will have an input, the document will be sent to them and a presentation made.

Q - Porthcawl Civic Trust – Jane Hunt – Plan is acceptable on the whole but,

- Sea Defences – why is it the obligation of BCBC to provide them and not the EA?
- Schooling – There is no provision for secondary school expansion.
- There are an adequate number of churches in Porthcawl already who are generous with their facilities.
- The beach huts appear to be above a slope they should be nearer the sand.
- Quality of design – can it be put out to an architectural competition and not to the developer.

A - Section 106 agreement will cover any impact on the senior school. The numbers are ok.

It is too large a scheme for design competition, but could be carried out on individual plots.

MH / EA – Sea defence – If we want to see this happen, we must pay “up front”. The cost of the sea defence works will be borne by the developer. The standard of protection proposed is far greater than what the Environment Agency would normally provide

The benefits will not just be realised by people within the new housing but also for 440 existing residential properties in Porthcawl.

Q - The sea defences are reliant on the whole of project going ahead. When will the defences be in place.

A - It is a requirement by the developers that the sea defences are in place before the occupation of the first dwelling.

Q - But when would the sea defences be put in place if the Regeneration does not go ahead.

A - EA – There are currently no plans to improve the sea defences at the moment.

Q - So if Regeneration doesn't go ahead we won't get out defences.?

A - Based on sea level rise we would not expect an event till 2035.

A - MH – Regeneration is the quickest route to provide sea defences.

Q - Jackie Evaham – Learning Difficulties

Consideration must be given to provide facilities for local day service provision for people with learning difficulties. The provision should be accommodated in a community shared facility (as in Maesteg).

A - BCBC are in discussions with Social Services.

Q - Height of Buildings

There is a concern that the five storey buildings proposed will change the skyline of Porthcawl. The approach to Porthcawl would be changed considerably. Are we going to have a problem like the Discovery centre in Llanelli.

A - MH – There has been a skilled urban design input to the document. Aspiration to define 'places' – Scale will improve the spaces in certain areas.

The project has been influenced by the development in Portishead. A project that has worked well.

Q - There are not enough sketches in document or on show!

A - There are sketches within the document. They are on page 44.

Q - Portway Surgery expansion – An approach has been made to Council. Consideration of land not in the regeneration; but there is an offer in 4 years for suitable land within the Regeneration area.

A - AG – Roundabout needs to be altered and it must go through the process.

Q - Portway Practice Dr - You seem to make the surgery a selling point of the Regeneration. Can it be known that the surgery themselves are looking for a new location in addition to BCBC owned land.

Porthcawl relies heavily on surgery. This should come before a library and a church.

Q - Report lacks details on investment in Porthcawl as a tourist destination to attract visitors eg. Surfers.

A - DF – Tourism has done research and survey work. The document is picking up on what visitors want

i.e. landscape, beaches, natural resources.

The development and new promenades will allow people to access them. Beach management and blue flag issue are important. Need to ensure that visitors go away happy – This will be monitored by further survey work.

Q - What happens after the capital has been spent?

A - All this has been looked at. Management, income generation and aftercare needs to continue after the initial investment.

It is also important to have a programme of events for the summer season.

Q - Do we need a fairground – Visitors should give the answer to this not residents.

If you takeaway the fairground you will lose the visitors, so money will be lost.

Q - Seascape Exhibition was a success – especially from the young people of the town. Visual Arts Facility could provide events and courses.

A - This point was addressed earlier on and has been noted.

Q - What proportion of receipts will be spent on Porthcawl?

A - There is no policy of ringfencing receipts to be spent in the area it was generated from.

e.g. the receipt from the sale of land to Asda in Bridgend will not be restricted to spend on projects in Bridgend.

Porthcawl will receive their share of both the Asda receipt and the receipt from this development.

Q - The people of Porthcawl would prefer less money and less houses.

A - Noted

Q - There is no mention of development in Llanharan i.e. the film studios – There is potential for linkages to this due to number of visitors. We are a seaside resort with tremendous opportunities.

A - DF – BCBC is aware of this and are also promoting Porthcawl. Porthcawl has the largest bed stock so obviously this may have implications for demand for a new hotel, we need to be ready to take advantage in terms of bed stock.

Q - Are there proposals for new toilets?

A - Blue Flag status will require adequate toilets.

Q - Concerns on traffic and access

Portway / New Road - Why do away with the Portway, surely we need to keep traffic out of the Eastern Promenade.

A - MH – Removal of the Portway is the only way to provide a foodstore of an adequate size. It cannot be accommodated any other way.

Traffic Studies are very robust, taking in account existing, projected (total build) and 10 year plus traffic generation.

There will be a roundabout at Portway and not signals. It will work.

The 2nd Gateway (Sandy Bay) should it be a roundabout or traffic lights? (consultation question)

Signals can control traffic better (bear this in mind) they do have their benefits.

Humps on New Road will be removed as they discourage public transport but an alternative calming scheme will be introduced.

Q - Please do not take humps away – think of school kids at Newton Primary.

Q - Newton/Nottage Road is also a big problem.

A - JD – When it went out on consultation BCBC received a mixed response.

50% wanted to retain the humps.

In addition, people want public transport. BCBC need to understand what you want.

No matter which method is chosen, someone will disagree.

BCBC could do another consultation which would be expensive and they would have to go with the majority.

The developer is only responsible for the effects of the development, not rectifying existing problems.

Q - How can Newton Nottage cope with new development?

A - JD – Roads can cope and will cope.

Q - Library improvements are going on now! What about new library?

A - Still need a much larger library, current improvements are to satisfy disabled access.

Q - Waterfront and a sandy beach is part of attraction in its own right. Three more licences for dredging have been applied for – what about its impact?

A - MH – I am aware. I am also the Chairman of the South Wales Regional Aggregates Working Party. The Government view will be taken – thrust of Policy is to phase out Nash Bank dredging by 2010 and more elsewhere more remote from Porthcawl. There will not be any impact on Porthcawl.

Q - Any indication which supermarket may come.

A - Same size as Sainsbury in Sarn but cannot specify operator – this is not allowed for in disposal process.

Q - Can you put a ban on Redrow?

Q - Average household size is 2.1 – Density plan not legible. Will properties be flats?

A - DL – There will be a mix of development and densities. There will be apartments in addition to traditional town houses.

Q - Newton Primary will be extended but where will the access be?

A - Access will remain on New Road but safety will be assured.

Calming features would be required.

Q - Who will educate boy racers?

A - Additional children will be accessing the school through the new site.

We are in a consultation period put your observations in.

BCBC have consulted education authority. They will discuss individual needs of school.

Q - Design Commission for Wales – Results – will it influence decisions?

A - It will be reported and it will be weighed on its merits.

Q - Hillsborough Place resident – I frequently go to Portishead – it is not as rosey as it is made out. There are a lot of mistakes

Access is very poor at peak periods, parking is terrible but, it does have a swimming pool.

Meeting closed at 10.15pm

Appendix D - Summary of letters and petitions

Reference	Name	Comment
A	G. Jones	I don't think there's enough provision for the berthing of leisure craft, yachts and fishing vessels. I fear you might find this limited area to be a weakness and may be worth reconsidering.
B	Roger Baynes	I am in great support of the regeneration plans for the Porthcawl area.
C	M&R Robinson	I was not happy with the proposals to the rear of my house and to New Road. In particular I would like to see: <ul style="list-style-type: none"> • cross-sections through the site, showing levels of new properties in relation to the houses on the south side of New Road • information on the sewer which runs along the lane to the rear of our property.
		We don't want New Road as a bus route. It would be nice to see New Road turned into a residents-only road.
		Will the new access roads from New Road into the development, be constructed as a roundabout or controlled junctions?
		A two-storey house in the location to the rear of houses on New Road would be unacceptable
		What will the site constraints be, once construction work has commenced?
D	Margaret Jenkins	The plan should have begun with the swimming pool, weighing-up need, cost, likely useage and all other aspects, then deciding how much could be afforded in the regeneration plan
E	Anne Cobby	I agree with many residents of Porthcawl that what is needed, is a swimming pool and leisure centre. This will benefit residents and tourists and I have no doubt that the pool would be well used
		There will be a large increase in residents and I hope this has been taken into consideration in considering the allocation of parking.
F	John Jenkins	Porthcawl is one of the major seaside resorts in south Wales and yet it is the only town without a swimming pool. It is an obvious wet weather facility required to promote and encourage tourism throughout the year as well as benefiting the town's residents.
G	Mrs D. Budgen	The revenue raised from prime land in Porthcawl should be ring-fenced for use in Porthcawl only.
		The proposed supermarket should be sited behind the fairground site, with the provision of an underground/multi-storey car park being funded by the occupant.
		The whole of the current eastern promenade and car parking area should be earmarked for leisure
		There should definitely be no apartments or 4-5 storey buildings.
		The cost of sea defences should not be obtained from money obtained by selling off Sandy Bay. It should be the responsibility of the developer to fund and construct sea defences adequate for the proposed development.
		The regeneration of Porthcawl should be about regenerating the town for the benefit of residents and tourists, not covering the

		prime land with houses and apartments.
		We have more than enough churches which are only used by a handful of people; I am sure that the existing churches in Porthcawl would be happy to accommodate your proposals for an input of cash to provide extra services for the community.
		I see little space for extending Newton primary School and think a new one, built on Sandy bay would be a better option.
H	Scott Squires	The needs of the younger generation should not be ignored
		The leisure building should be more traditional in appearance rather than "modern". It should match the architecture of the existing harbour-side.
		A temporary fair at the foreshore park area would devalue the development. Porthcawl should strive for a more cosmopolitan feel in order to attract better quality businesses and services.
		The foreshore development should not have "zany" beach huts. Rather, the foreshore should have much more opportunity for sports and leisure – sandy courts beach volleyball/football etc.
		The whole proposal could be greener with more planting and soft landscaping etc.
		An innovation would be the installation of surf improvement measures at Coney Beach.
		Provide measures for motor homes (parking areas, water hoses etc.).
I	Mrs L. Edwards	I would like to see the fairground developed into a traditional funfair that is a safe and exciting place to take children. I am sure that it could be restored to its former glory and could attract visitors from around the UK.
J	Robert Davidson	A "Cornish fishing village" feel to Porthcawl is not the 'way to go' and a more 'modern' style of architecture should be the way forward. A "modern" Art Deco would be most appropriate for Porthcawl with brick being banned as it would risk creating bland surfaces.
		I note that the Council's area already has a large stock of some of the cheapest housing in the UK. I believe that what this county needs is more upmarket housing. Such lower density housing would place less strain on the local road network and be less of a burden on local schools.
		Mention was made of the need for a swimming pool/leisure centre by a number of residents. It is strange that a city like Cardiff can afford to have swimming pools/leisure centres on a number of estates, yet it is maintained that the Council cannot provide this for visitors and residents of Porthcawl.
		I do not think that demand justifies the construction of a new church.
		I am not so sure about having the 'artistic' beach huts
		A Travelodge, using their cheap and ugly designs, should not be allowed.
		The main roundabouts should not be reduced in size or converted into traffic light junctions
		Speed humps and chicanes make journeys uncomfortable, damage cars and cause excessive fuel consumption/pollution.

		Speed cameras should be placed at appropriate locations in order to stop speeders.
K	Walter Burton	Having attended the Porthcawl Regeneration meeting, it was very obvious that the only thing that the attending residents wanted out of the scheme was the provision of a swimming pool in Porthcawl.
		We do not need a new library when the existing facility is being modernised at great expense.
L	L.G. Williams	I wish to support the campaign for a swimming pool to be included in the Leisure Centre proposed for the regeneration of Porthcawl.
M	Steve Maitland Thomas	The town desperately needs 'wet weather' facilities and you now have the opportunity to include them
		John Street will be devastated by a new supermarket and many shops will close. The new superstore will not attract many visitors from outside Porthcawl as other such facilities exist nearby.
		The harbour proposals are good, but if fishermen remain in charge of its cleanliness, the area will continue to deteriorate.
		Coney Beach funfair is Porthcawl's main visitor attraction and very few will come here to shop rather than to visit the funfair.
N	Fergal McGrath	As a visitor to Porthcawl I am astonished that there is very little in the regeneration plan in the way of wet weather facilities for tourists and residents.
		I would like to see a swimming pool and large leisure centre included in the plan
O	Rev. Dr. Steve Bull Rev. Dr. Barbara Bull	As a visitor to Porthcawl I am astonished that there is very little in the regeneration plan in the way of wet weather facilities for tourists and residents.
		I would like to see a swimming pool and large leisure centre included in the plan
P	Melissa Perry	I would like to see 'wet weather' facilities for visitors and residents in Porthcawl
		I would particularly like to see a swimming pool and large leisure centre included in the plan.
Q	Brian Perry	Are there plans to stop or restrict access to the slipway and harbour to members of the public?
R	Mr A. Lee	After much consideration, I wish to withdraw my support for a swimming pool in Porthcawl. I do not consider it to be justified and would therefore support the proposed plan as it stands.`
S	David Williams	Why is Porthcawl not having a marina? If we are proposing 1350 residential units, we should have plenty of money to build a marina.
		We are building a substantial amount of houses. Has any thought been given to the impact this will have on our existing schools and medical services?

		What about traffic congestion? It is already difficult to get in and out of Porthcawl at peak traffic times without the addition of the cars from the new proposed houses.
T	Richard Evans	The current level of dog faeces that strews Porthcawl's waterfront should be totally unacceptable to a 'premier seaside resort'.
U	Steve Maitland Thomas	I would have liked a bigger marina, but understand the complexities and huge cost of the Salt Lake and Coney Beach sites.
		I notice that indoor leisure facilities are earmarked for Porthcawl and would hope that these include an indoor swimming pool.
V	Annette Irvine	I am concerned that the scheme will create a large housing estate; the knock-on effect being more traffic, less facilities and no consideration being given to our local schools and the impact of an increased population.
		I am concerned about the plans to build on Salt Lake car park which will block the sea view.
W	Mrs S. Gunningham	The plans should include the provision of a new Leisure Centre/swimming facilities.
X	Allan Williams	The superstore size worries me as it must have an adverse effect on local shops
		The Portway Centre entrance might really destroy a sea view, which would be a shame
		What is the calculated carrying capacity for Coney Beach and how was it carried out; what risk assessment studies have been carried out for the stepped revetment and rubble revetment?
Y	Steve Rosser	I have serious doubts as to whether the small marina in the existing harbour will be large enough to cover revenue/labour expenditure, let alone capital costs. I must strongly urge that income and expenditure projections are made on the harbour before major decisions are made.
		I believe that the harbour extension should angle in a westerly direction, narrowing the entrance and directing swells towards the slipway.
		A revitalised Jennings Building will need a new water main and if it could be provided in such a way as to serve the landing stage, more sailings may be encouraged.
Z	Jill Sweet	Porthcawl needs a swimming pool and Leisure Centre; the size and use of the planned leisure building is too vague for me to support.
		Will the Marina proposal cause the time available each day to enter and exit the harbour, to be reduced?
		While I can see how the extended Promenades might need to be wide enough to allow the movement of traffic in an emergency, I am suspicious that this would soon become the norm rather than the exception.

		The market for apartments and flats has weakened considerably. Rather, it's family houses that are needed in Porthcawl.
		I am concerned that when building on Sandy Bay, the raised land along the back of the houses in New Road may be lowered.
		I have my doubts as to whether such a large supermarket would be viable.
		I would like to see some measure to keep 'through traffic' off New Road.
		I would like to see Salt Lake dug out and made into a water feature with small shops, bars cafes etc. around it.
A1	Pawl Victor	I would like to see a leisure centre and swimming pool included in the Porthcawl regeneration plan
		I am shocked by the amount of dog mess that was littering the walk areas and pavements.
A2	A.M. Lake	Griffin Park should not be renamed Central Park.
A3	Pearl Hawkins	Porthcawl is in need of a hotel with conference facilities for various business, political and sporting fraternities etc.
		Do the proposals take into account the proposed film studios at Llanharran in terms of visitor numbers and hotel provision?
A4	C.J. Cox	The proposed marina is unsustainably small, with overheads/labour unlikely to be covered with only 55 berths and posing a disappointment to boaters and visitors alike.
A5	A.P. Smith	Porthcawl needs an outstanding all-weather leisure centre incorporating a pool, bowling, themed putting course, eateries etc. for residents and visitors.
A6	Susan Saines	The Victorian heritage of the town should be incorporated in the planning, rather than copying other more modern models.
		The land should not be sold-off without restrictions imposed to benefit the project and Porthcawl.
		The Promenade should benefit more from public seating, points of interest and art work.
		Access should be improved to Coney Beach.
		The funfair should not be replaced or re-sited.
		The Jennings Building should be turned into a vibrant, interactive venue which would be profit-making, self-sufficient as well as fitting in with the harbour and sea theme at this end of town.
		Youths in Porthcawl should be provided with facilities and entertainment as part of the regeneration proposals.

		There should be concert and conference facilities in order to expand corporate and entertainment facilities.
		The proposals should include a plan to build a swimming pool and sports/leisure facilities
		The town should encourage quality retail opportunities with retail units which are flexible in size and rents affordable and 'incentivised' until the business can sustain a market rent.
		The proposed supermarket should not be so big and should be kept in proportion with the scale, massing and density of other buildings.
A7	B.N. Davies	I welcome the opportunity of incorporating an 'amphitheatre' into Cosy Corner. Thought should be given to enabling a power supply to this area and offering the facility for a free or affordable price for local groups
		If a parking fee applies to the supermarket car park shoppers will travel to 'out-of-town' stores in Pyle or Bridgend to shop.
		It is essential that traffic/pedestrian management along the Eastern Promenade is both efficient and effective.
		It appears that no thought has been given to the impact of increased tourist numbers on areas outside the regeneration area in terms of on-street parking
		Provision needs to be made for litter collection/cleansing which is generated by tourists/patrons.
		Whilst I support the call for a new swimming pool, I would also acknowledge that Porthcawl already has a swimming pool that is generally underused by residents.
A8	Arthur Maxwell	The vista from the Portway roundabout will be obscured by new development.
		A larger harbour should be implemented within the waterfront area
		Beach huts should be eliminated from the plan as they make access to the beach more difficult and provide a prime target for vandals
		The proposed superstore is out of proportion to the regeneration and is likely to have an adverse effect on the existing shops and traders.
		The new superstore will exacerbate existing parking problems in Porthcawl and access to key services will become more difficult by car. There is also little provision of parking space at the eastern end of the development or near the green park.
		The plans for the date of enlargement of Portway Surgery does not meet the anticipated patient demand.
		The leisure facility near the harbour has the potential to attract anti-social behaviour.

		The residential areas have no provision for child-friendly play areas, supervised from the child's home.
		The recessed windows proposed for the buildings facing onto Eastern Promenade will result in a lack of air circulation and stifling conditions in south-facing rooms in hot weather.
A9	Madeline Moon MP	Can the town become a major tourism destination without a marina? It is essential to consider whether the Planning Guidance's proposals for community, leisure and cultural provision and assess if they outweigh the gains brought about by not building a marina.
		It is unclear why the decision has been made to increase the size of the food store. There is no evidence of an impact assessment having been carried out on the existing retail outlets in surrounding streets. A balance needs to be made of the benefits of the increased profit brought to the development of a larger store against the impact on existing traders. Will the increased size of the store be attractive to an alternative food store to the existing large presence locally. Does the profit of land sale from a larger store also bring increased community, cultural and leisure facilities? Size comparisons with local stores should have been provided to give the reader a comparison with which to assess the proposals.
		With reference to the increase in the overall number of residential units from 1100 to 1350 - this is a matter of judgement of whether the increase in the housing provision and loss of the marina brings the level of community, cultural and leisure facilities that would be expected to occur from the change.
		There needs to be an honest conversation about how much a pool that would contribute to the tourism and residential role of the town will cost in capital and revenue. This must be incorporated into a consultation exercise outlining the alternative proposals for community based leisure and youth facilities so that choices can be made on the basis on facts and not history or emotion.
		Sandy Bay Promenade - bespoke design enabling it to function as a primary route if necessary. This will require a large area of land. The impact of this on the Hi Tide is not detailed within the guidance. The Hi Tide has a history of quality tourism and leisure provision with a community focus. While other companies have failed to invest in their business or the community, the Hi Tide has done both. It is unacceptable to increase profits for land owners and developers on the back of proposals which could in any way damage an existing successful business. Discussion must take place to resolve this problem.
		The provision of the pedestrian and cycle route, via the Promenades, is welcomed. Discussions should take place with the owners of Trecco Bay, to expand the pedestrian and cycle route to Newton Bay.
		Roads within the development must be of a size which will enable bus services to be provided. Discussions with bus service providers must take place prior to roads being commissioned to ensure they meet the required road width.
		The removal of the old traffic calming measures on New Road will be welcomed by many. Consideration should be given to how New Road will be traffic calmed with the increase of traffic from new housing to Sandy Bay.
		Car parking is critical to the success of the town as a tourist destination. Further work and detail is required to identify where additional car parking will be made available during the peak months. The guidance does not consider the introduction of residents only parking provision in streets off the main coast road from Sandy Bay to Severn Road. No mention is made of the facility in Mary Street car park.

		There must be commitment to the early provision of public realm features. In any agreement with developers a time table must be agreed for their provision.
		The acceptance of the need to incorporate energy saving and energy generation into the new buildings in the regeneration strategy is welcomed.
		The commitment to the provision of further public art is welcomed. Works should be chose on the basis of artistic merit, not some 'themed seaside vision'.
		While public art can be functional through inclusion within the design of street furniture, finances for public art should not be utilised for the provision of beach huts for rent or sale.
		Clarification is needed on the funding of flood defence works and how critical it is to the development. Developers should not be able to offset inessential flood and coastal defences onto the public purse. Nor should the building of sea and flood defences be used to extend the compulsory purchase of land to facilitate further house building and profit for land owners and developers.
		The justification of the increased height of the buildings of the Salt Lake car park to 6 storeys can only be made in relation to the cost benefit analysis of gain to the land owners and the community.
		Entrance Gateway - further clarification is required of what the community building, youth facility and new library will consist of.
		The provision of suitable land to facilitate the building of a new surgery to enable the Portway, South Road and Victoria Avenue surgeries to be in place ahead of the commencement of the new development will be critical for engaging public support for the upheaval within the town the proposals will bring. The inclusion of the primary health care provision implies that this is being provided as part of the regeneration scheme and forms part of an agreement with the Local Health Board or the local doctors. This must be clarified. It is essential that the two surgeries are given help and support to relocate before work begins so that the health needs of the community can carry on with limited disruption. The Council must demonstrate its awareness that the majority of health care provision in Porthcawl is delivered out of the Portway surgery. The relocation of the surgery can not be left to fit in with some arbitrary convenient timetable of developers.
		Church - Clarification is needed as to the funding of the land provision, the building of the church and whether any of the facilities provided by the church would be deemed to be part of the community provision referred to in the Planning Guidance.
		The reference to a new school or expansion of existing provision is ambiguous and requires further clarification. Newton School has potential for a new use as a library or community arts provision - the educational provision could then be moved away from the highway. Any work to Porthcawl Primary would require work to be undertaken to provide access to the school, cycling and walking routes. The catchment area of some of the houses could be change to facilitate access to Nottage Primary with investment in improving the classroom provision at this school to accommodate increased numbers. Accommodation and facilities at Porthcawl Comprehensive must all be addressed as part of the expansion of the pupil numbers brought by the development.

		The DPD is unclear if the existing play area in Griffin Park, the bowls facilities, tennis courts, pitch and put etc are to be retained, replaced or expanded. The green space proposed is smaller than that set out in the 2004 document and should be expanded to provided a continuous green route from New Road to Rhych Point.
		Further clarification is required of the definition of recreational and leisure uses. An assessment is required of how many cafes and restaurants Porthcawl can sustain. Clarification is needed of what is envisaged by an all weather leisure facility.
		In return for no marina, a larger supermarket, more housing, Porthcawl will gain only contributions towards a new library, off site sports facilities, youth facilities, community meeting places and cultural facilities. Clarification is needed as to whether the cultural facilities this relates to relates to changes in Cosy Corner the town will loose the skate boarding facility in the Jennings Buidling and the Sea Cadet building - it is unclear what provision is being made to replace these facilities.
		A commitment for profits from the Porthcawl regeneration land sales to be ring fenced for spending in the town should be reintroduced.
A10	Ken Evans.	Porthcawl needs facilities such as a Marina, Leisure Centre, swimming pool and cycle track in order for the town to be a first class resort. New attractions are also needed, some where you can enjoy yourself when the weather gets bad.
A11	P.W.T. Henry	I suggest that a less ambitious scheme would be of more benefit to the inhabitants of Porthcawl. It was indicated that, if the old dock was opened up, it would have 300 plus moorings. There would be room for housing development about the Marina (as in Cardiff and Swansea) with the housing development generating the finance to reopen the dock. A marina would bring more trade and character to the town and would do more to its waterfront.
		Much is made of the unknown materials used to fill the old dock and the possibility of pollutants. However, environmental surveys show no ground water problems. Excavation should not be too difficult or expensive. The dock has good surrounding walls qnd the need is for suitable lock gates or sill to make the inner and outer harbours available.
		The seasonal need for car parking could be met by setting aside part of the Sandy Bay site. A limited development of housing could take place in that area to generate to generate finance for a pool and leisure centre, but the graeter part of the site should be developed as a park for use by the residents of Porthcawl.
A12	D & M Tickner	Education: <ul style="list-style-type: none"> • The extension of primary school facilities should not be at the expense of outdoor amenities • There is no stated intention to expand secondary school facilities in Porthcawl • There is no definite timescale for the building of additional educational facilities

		<p>Commercial Area:</p> <ul style="list-style-type: none"> • while we are not insensitive to the concerns of local shop keepers about unfair competition, we believe that if the supermarket is a 'quality' one, it could well sharpen up the town's image. • The suggested 690 parking spaces will be inadequate given the increase in population of the town, resulting in further congestion in residential areas.
		<p>Harbour area:</p> <ul style="list-style-type: none"> • We have reservations about an all weather 'signature building'. Any new buildings in the Harbour Quarter should be compatible with the appearance of the existing Jennings Building, the pier and lifeboat station. • The proposals should consider putting a roof over at least the seating area in the Cosy Corener amphitheatre in order to provide shelter from the rain. • A swimming pool and leisure centre should be included as part of the regeneration of the Harbour Quarter.
		<p>The Promenades.</p> <ul style="list-style-type: none"> • There is no hint as to the maximum heights of the buildings along Eastern and Sandy Bay.
		<p>Entrance Gateway.</p> <ul style="list-style-type: none"> • We are concerned that the mass of buildings on the main approach to the town could have a detrimental effect on the open view and give rise to a feeling of enclosure • Replacement of the Portway surgery should have priority over and above the provision of a new church • Merely replacing the library is inappropriate for the town and should include such facilities as a liberal arts centre which could be relevant to all ages.
		<p>Foreshore Park.</p> <ul style="list-style-type: none"> • The fairground should be removed from the environs of Sandy Bay • The guidance should include a 5-star hotel/conference facility fronting Foreshore Park/Sandy Bay, in order to provide a leisure/spa facility for the town and provide an enticement for tourism
		<p>Residential Aspects.</p> <ul style="list-style-type: none"> • We are alarmed about the arrangements being suggested for refuse storage and believe that the facilities would not be big enough to cope with the amount of refuse produced in the residential areas of the town.
		<p>Transport & Car Parking</p> <ul style="list-style-type: none"> • A bus hub should be a comfortable waiting area, with adequate protection from bad weather, with dedicated toilet facilities • New restrictions to be imposed on car parking, ignores the current state of parking in the town and the way in which visitors use Porthcawl and the effect of new residential development, currently in the pipeline.

A13	Gareth Keepins	May I suggest we give something back to the townspeople of Porthcawl and allow them the chance to purchase plots of land in the residential development scheme?
A14	Network Rail	Network Rail had no comments to make.
A15	Rhidian Clement, Welsh Water	We have no additional comments to make regarding the Planning Guidance, but would like to reiterate our initial response to BCBC Transport and Engineering Department. (Details outlined below).
		It is unlikely that sufficient capacity exists in the public sewerage system to accommodate the additional flow of foul sewage. To progress this development a hydraulic modelling exercise would be required on the public sewerage system
		To progress with the proposed development we would suggest undertaking a feasibility study of the Waste Water Treatment Works
		The proposed development is in an area where there are water supply problems for which there are no improvements planned. It will be necessary for the developer to fund the undertaking of a hydraulic modelling assessment.
A16	Mike Mansley. Porthcawl Civic Trust Society (PCTS)	We had noticed that the proposed heights in the pages I listed did not comply with those in figure 3.9 (page 76)
		There is doubt in that the building shown in the diagram on page 76 on the site that we understand will be the leisure centre, there appears to be a 5-6 storey block with a focal point.
A17	Michael Mansley. PCTS.	The society welcomes the basic principles of the regeneration of Porthcawl's seafront. There is much in the draft proposals which merits support and although we regret the abandonment of the marina, we are pleased that the site will be used for amenity leisure purposes.
		PCTS was dismayed to see that the draft Planning Guidance proposes a striking contemporary building rather than a pastiche approach to recreate the historic character of the harbour. While we consider that there is no need to construct a leisure building in the image of the Jennings Building, any proposal should be a "good neighbour" to the Grade II listed building next to it.
		The proposal to create an abrupt division of architectural styles on the boundary line of the conservation area is ill-considered and needs revising. The leisure building should harmonise, rather than brashly confront the historic character of its neighbours.
		The leisure building will need to be designed to a high standard and respond to its role as a transition building between the Conservation Area and the future SPG development.
		The artist's impression indicates large "Tesco-style" display windows as being inserted into the west and south walls of the Jennings Building. We trust that this reflects the artist's imagination and is not the Council's intent.
		BCBC has not specified the floor area of the proposed leisure building nor indicated the use to which it will be put. We trust that the area of the leisure building will be specified in the Planning Guidance as matching that of the abandoned harbour extension.
		We urge BCBC to include, within the activities of the leisure building, the swimming pool that has been identified by the residents as a prime requirement in regeneration.

		The built environment of Porthcawl consists predominantly of buildings that do not exceed three storeys. Five or six storeys are therefore alien and should not be included as part of the regeneration concept.
		There is little that is attractive in the view of high flats to those walking along the Promenade and a sense of “enclosure” can be secured as effectively by 3-4 storey blocks.
		The draft guidance does not indicate whether the Council has conducted any research into the marketability of buildings in 5-6 storeys.
		We understand that there is no evidence of a demand for accommodation in “relatively tall” buildings and reports in the press suggest that families are choosing to buy bungalows with gardens.
		The draft contains confused guidance in respect of the permitted heights of buildings. Some indications show heights in blocks of “5-6; 3-4; 2.5-3 or 2-2.5”. Others give the heights as “a minimum” or “not less than”, all with no upper limits.
		The draft Planning Guidance proposes to reduce the present car parking capacity of 2370 to 1380. This is unrealistic considering that most tourists to the newly regenerated resort will arrive by car and that this must also accommodate parking for the new supermarket
		It has been suggested that a further 20 spaces should be provided at Cosy Corner, seemingly unaware that this area is reserved for the Lifeboat callout crews and is secured against use by other motorists by a barrier
		The draft proposes that 43 spaces can be provided along the Eastern Promenade, built as parking along the length of this road is already used for this purpose, we cannot see how this number can be included in any assessment of replacement car parking.
		We would point out that every available on-street car-parking space is occupied on more days than the 10 suggested in the draft. If it is BCBC’s intention to restrict parking in the Harbour area/along the Esplanade/West Drive, this will increase the need for additional off-street parking.
		The draft Planning Guidance a “Park and Ride” concept because it would not be heavily utilised throughout the year. However, BCBC’s Transportation Department has registered a site in the Local Development Plan Candidate site register for a Park and Ride facility adjacent to Nottage roundabout.
		The reduction of in-town, off-road car-parking facilities and the increase in visitor numbers will, we believe, lead to serious gridlock and inconvenience to residents and will eventually deter visitors and shoppers.
		We feel that a much greater emphasis must be placed on the need to recognise the impact of the loss of on-street and town centre off-road parking and the importance of providing convenient alternatives.
		No provision appears to have been made for coaches, in spite of the numbers that park on Salt Lake and in other areas of the town.
A18	PCTS	On pages 30, 34, 40, 41, 43, 46 &51 of the draft Planning Guidance, building heights are described as being the minimum required and no maximum heights are prescribed. This allows developers the freedom to create a development of high buildings and furthermore, it positively encourages them to do so.
		This latitude of control is in contrast to that imposed in para. 4.3.4 (Harbour View Design Considerations) which states “ <i>The brief envisages a building that will not exceed 3.5 storeys with opportunities for 4 storeys at a central feature</i> ”. This ensures that prospective developers have clear guidance on the scale of development required.

A19	Porthcawl Town Council	Disappointed to see that provision of swimming pool type amenity of any kind has not been considered for inclusion in the guidance. The provision of 1350 additional houses and increased visitor footfall makes it sensible in our view to include this in the vision of the town.
		Cosy Corner should look for innovative and multiple uses for the area, for example, the inclusion of a seasonal ice rink, paddling pool, fountain features etc.
		Whilst the provision of leisure facilities is welcomed, clarity is required around the thinking for a new leisure centre, There needs to be a joined up programme of work and an on-going dialogue with existing stakeholders
		There is real concern regarding the density of the 1350 proposal for housing. The Town Council would like to see a reduction in this figure or at the very least, have written assurances that this figure is the absolute maximum
		There is a need to ensure that the maximum provision for affordable housing is included in the plan-a limit being set with the developer. Affordable housing must not be built in isolation but distributed evenly throughout the development
		There is a lack of clarity about the number of residential units that could be used for tourism
		Has consideration been given to the impact on borough-wide services that increased housing here and elsewhere in the borough will have on central facilities such as Day Care provision, hospital beds etc; .
		The ongoing maintenance of the Promenade and public realm areas should be addressed and secured
		Toilet facilities will be needed in the harbour area
		Provision for tourist buses/coaches is not mentioned.
		It is essential that any new 'gateway' feature provides for views of the sea
		How will Porthcawl benefit from land sales etc. Sandy Bay is a prime development land and should fund significant parts of the project
A20	Gwyn Batten. Crime Reduction/Architectural Liaison Officer, South Wales Police.	May I respectfully request if it is possible for the planning officer to include a condition with their report "that the detailed design of the scheme will have due regard to secured by design principles and park mark principles, which seeks to address security issues and crime prevention".
A21	Aldi Stores	Aldi Stores Limited supports the principle of retail food store provision within Porthcawl. However, the development of a single large food store would lead to the domination of the local retail market by a single operator and would not extend competition and

	Limited.	choice; the consumer would be noticeably disadvantaged by this proposed strategy.
		Aldi Stores Ltd considers provision should be made for a high quality, limited line discount foodstore within the Commercial Core. This would contribute positively to the diversity and viability of the Western Development Area Commercial Core.
		The provision of a single flagship store is not considered to be an appropriate strategy in this case. It would dominate the food retail market of Porthcawl. Such an approach would be contrary to the principle of extending competition and choice, to the detriment of the shopping public.
		The variation of the proposal to include a discount food retail store alongside a smaller superstore would allow for a more diverse and competitive local retail market, which will benefit the Commercial Core.
		The retail superstore floorspace should be reduced from 50,000 sq. ft. to 30,000sq. ft. with the balance of the floorspace capacity taken up in the provision of a high quality discount foodstore. The qualitative need for mainstream and district convenience floorspace would be more appropriately achieved through this proposed approach.
A22	J.W. Bunker. Porthcawl and District Tourist Association (PDTA)	PDTA are very concerned about the way the Hi Tide are being excluded from the Seven Bays project and the fact that BCBC intend to compulsorily purchase 5,000 sq. metres of their land to construct the Promenade/Primary Road in front of the Hi Tide.
		PDTA, along with the Hi Tide support the extension of a Promenade through to Rhych Point, but not as a road. It appears that if this road does not go ahead, it reduces the amount of dwellings that can be built on Sandy Bay, from 450 to 300 as there is a need to have two accesses to this development. If this is the case it needs to be asked why Rhych Avenue is not upgraded to highway standards to serve as the second access.
A23	Hugh Phillips, Knight Frank (on behalf of Seashore Enterprises (Porthcawl) Ltd/ Hi Tide Inn).	The Sandy Bay Promenade is shown on land partly in our client's ownership, whereas it could be constructed on land in the control of the Council to seaward of our client's land.
		The Sandy Bay Promenade is shown as being far wider than that required merely for pedestrian and cycling use.
		There is reference at page 18 to the Sandy Bay Promenade being a primary route. This suggests planned vehicular use, not shown or described in the document.
		The development of the Sandy Bay Promenade as proposed, would result in the loss of land required for the successful operation of our client's business and the severance of the property from the beach and sea. This could result in the loss of more than 100 jobs.
A24	Roger Tym and Partners (on behalf of Somerfield	It is not the role of Supplementary Planning Guidance (SPG) to specify the size of a foodstore; this should be addressed in the upcoming Local Development Plan.

	Stores Ltd.)	
		Even if it were appropriate to specify the size of a foodstore in SPG, we have not been able to assess fully whether the scale of the foodstore is appropriate, as no supporting evidence has been made available as a public document.
		Even if it were appropriate to specify the size of a foodstore in a SPG, the impact on the vitality and viability of the existing town centre of a store of the size proposed cannot yet be fully explored.
A25	Richard Shaddick. Regeneration Manager, Welsh Assembly.	Our approach would look to deliver a true mixed use site with horizontal and vertical mix i.e. not just a large site with single uses such as retail, leisure, residential but truly mixed and not side-by-side and separated.
		We are glad to see that integration with the town centre and neighbouring areas is included. Further work will be required to review how these links can be improved to avoid additional barriers and separation of communities.
		Works to the harbour should enhance the character of the Porthcawl Conservation Area. Therefore the phrase "if possible" should be removed on page 24.
		There is no mention of tourism or education in the vision. Is the aim to promote the town as a tourist destination or to improve the facilities for the existing community? The answer is "yes" to both, but this is not clearly set out.
		It may make sense for leisure uses to be located next to the existing harbour, but this may also include other uses such as residential above. The same principle would apply to the food and non-food retail proposed for the car park on the edge of the town centre.
		The principle of iconic buildings in these areas is supported and units with more than one frontage should be designed to the highest standard.
		The leisure and commercial uses will need to be market tested to determine the scale and type of usages which can be sustained. These buildings also need to be designed to ensure that their use can change over time to meet market trends.
		How will the proposed public art be funded; is it from a percentage of the development cost?

		The Welsh Assembly recently announced that all properties supported directly or as a result of a land sale would need to be designed to the highest standards of design and meet our sustainability criteria. Therefore, all commercial and residential buildings must obtain a minimum BREEAM or Eco Homes Excellence rating and Zero Carbon by 2011.
		The document does not clearly set out residential units across the range that should be provided. There needs to be a mix of properties to allow individuals, couples and families to move into the area and change properties to meet their own individual circumstances.
		We are glad to see that a ramp access will provided to Sandy Bay beach, Will this also include a ramped area on the beach to allow wheelchair movement in a limited area?
A26	Chairman, Bridgend Tourism Forum.	It is essential that, if Porthcawl is to progress as a tourist destination, it should have an excellent wet weather attraction, preferably a swimming pool; if this is not economically possible, another equally attractive alternative.
A27	A.M. Lake. Griffin Park Community Centre	Can you confirm whether the Griffin Park Community Centre is intended for demolition in the regeneration proposals for Porthcawl.
A28	Sustainable Wales (SW)	The vision statement does not provide sufficient context in which the developer should work. SW suggests that more emphasis should be placed on sustainable development and environmental principles as well as the phenomena of climate change and the need to protect cultural and biological diversity.
		Local history and nomenclature should be reflected in the choice of names for part of the development. Terms such as "Foreshore Park" are only guides and must not be included in the regeneration itself. Likewise other historic names should be reflected throughout the development.
		A sustainable use must be found for the Jennings Building. We propose a modest 'Bristol Channel/Canolfan Mor Hafren to be included in the regeneration of this site.
		The outlined guidance specifies the introduction of mixed-use/independent trader units. SW feel that these units should be given much greater prominence in the proposals and that mechanisms that foster indigenous enterprise will serve to slow down the leakage of both spend and profit from the town.
		There is a question as to whether the siting of a large supermarket is an economically sustainable answer to the problem of "leakage of spend". The economic argument for a supermarket needs to be made clearer before allowing any development to proceed. If it is decided that a supermarket remains a viable option, then a quality store that does not exist in the area, should be given preference.
		Issues of Design & Construction include: <ul style="list-style-type: none"> • Will construction materials specified at design stage be actually used in the final build?

		<ul style="list-style-type: none"> • Do the construction materials reflect the building practices of the area (colour, stone types etc.)? • Does as high a possible proportion of aggregates/hardcore come from recycled sources? • Have character features been sourced locally? • Will reconstituted materials be used as particular features? • Does the development minimise all its environmental impacts during construction and in all ongoing maintenance?
		<p>Sustainable Energy:</p> <ul style="list-style-type: none"> • SW is pleased to see references to the inclusion of renewable energy and energy savings in the development plans • The inclusion of BREEAM and Eco Homes standards in welcome
		<p>Leisure and Tourism:</p> <ul style="list-style-type: none"> • This development is a good opportunity to encourage large and small scale social enterprises to become an integral part of the plans (e.g. community hub or cyber café). • One of the large spaces for development could become a youth or back-packer's hostel, managed by local organisation or run in partnership with the YMCA
		<p>Facilities for children and families:</p> <ul style="list-style-type: none"> • Clean beaches, good parking and access to appropriate facilities such as toilets are probably the prerequisites for most families visiting the beach and Porthcawl currently has none in the designated area for regeneration.
		SW believes that there is a need for embedding Sustainable Urban Drainage Systems (SUDS) into the infrastructure as well as the proposed flood defences
		The suggestion that planting should continue to remain as seasonal bedding is limiting and too prescriptive.
		SW urges the conservation of 'Dinosaur Park' and its future use as a green public space.
		Proposals that duplicate existing facilities should be rejected in favour of those that seek to integrate, enhance or improve existing community facilities.

Summary of comments received from public petition.		
Reference	Number of Copies Received	Comment
A	34	All revenue raised from the sale of prime land in Porthcawl should be ring-fenced for use in Porthcawl only. There are other areas in the town which urgently need maintenance/upgrading.
		A swimming pool must be included in the plan.
		A large leisure centre must be included in the plan to encompass all ages and requirements.
		I agree that a new food outlet is required in Porthcawl, but the allocated size is out of keeping with the demands of the town and it would be to the detriment of other traders in the town.
		The expansion of junior education facilities will be allowed at land adjacent Newton Primary, a school already lacking in outdoor amenity space
		The only way Porthcawl Comprehensive can be expanded is by building over the very facilities that teenagers need i.e. playing fields. The creation of a school which could be in excess of 2,000 pupils, flies in the face of up-to-date research which shows smaller schools are more successful socially and academically
		Porthcawl churches have enough spare capacity to accommodate the extra population and the money spent on this part of the proposal could be better spent elsewhere.
		I doubt that the proposed 900 flats would ever be sold.
		An expansion in the town's size by 1,350 dwellings will put enormous strain on the existing infrastructure and services
	The comments in bold are annotations added to the above petition by individual respondents (they do not necessarily reflect the view of all persons who signed the petition).	I am not happy about your alternative plans for the fairground.
		Your plans offer nothing to me or my children that we do not already have.
		I do not think that the argument for a full leisure centre, complete with all-year-round swimming pool is a valid one in the light of the claim that the intention is to upgrade Porthcawl to be a premier travel resort in Wales
		My Grandchildren have been on the waiting list for swimming lessons for over one year
		You can't provide facilities for the residents now. Look after the people who have lived here for a long time, first.
		Your plans to expand walkways and include cycle access are great!! But the need for indoor facilities far outweigh the need, given our very inclement weather

Summary of comments received from public petition.		
		If the swimming pool is not a priority then leisure facilities must be provided e.g. Badminton, Squash Courts, Indoor Bowls etc.
		The flood defence work should go ahead regardless of the regeneration plan
		Regardless of what happens in the short term to this project, I feel very strongly that, as the western end of Sandy bay frontage has already been identified as an area vulnerable to flood inundation, the flood defence work necessary to protect the whole area, including 441 existing homes currently exposed to flood risk, should be undertaken as a priority.
B	Copies Received: 77.	I would like to inform you that I think the Porthcawl Regeneration Plan requires a swimming pool and Leisure Centre to make it successful
C	Copies Received: 3686	"This pack contains 3686 requests from the residents/visitors of Porthcawl for a swimming pool to be included in the regeneration plan.
D	Copies Received: 1227	This pack contains 1227 requests from the youth of Porthcawl for a swimming pool to be included in the regeneration plan.

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APPENDIX B

Statws/Status:

Cyhoeddus / Public

DESIGN
COMMISSION
FOR WALES
COMISIWN
DYLUNIO
CYMRU

Adroddiad Adolygu Dylunio: Design Review Report:	23 October 2007
Dyddiad Cyfarfod / Cyflwyno'r Deunydd: Meeting Date / Material Submitted:	3 October 2007
Lleoliad/Location:	Porthcawl
Disgrifiad o'r Cynllun Scheme Description:	Mixed use regeneration
Cleient/Asiant: Client/Agent:	Bridgend CBC [David Llewellyn, Andrew Parry Jones, Louise Fradd, Aubrey Green]
Developer/Datblygwr:	n/a
Pensaer/Architect:	n/a
Cynllunio: Consultants:	CDN Planning [Kedrick Davies] Halcrow [Howard Davies]
Awdurdod Cynllunio: Planning Authority:	Bridgend CBC
Statws Cynllunio: Planning Status:	Pre-application
Y Panel Adolygu Dylunio/ Design Review Panel: John Punter (cadeirydd/chair) Cindy Harris (swyddog/officer)	Lyn Owen Ashley Bateson

Charlie Deng (swyddog/officer)
Michael Griffiths

Ed Colgan

Lead Panellist:

Lyn Owen

Cyflwyniad/Presentation

The Porthcawl waterfront site comprising 120 acres is part of the wider Seven Bays regeneration project. This area is identified for regeneration in the UDP and was the subject of SPG in 2004. The vision statement refers to quality building and environmental design, within a vibrant waterfront setting. Since the SPG was published in 2004, the design/development proposals have now developed and the marina extension has been replaced with an indoor leisure facility, the food store area has been increased to 50,000 sq ft, the number of residential units has been increased from 1100 to 1350, and improved coastal defences are included along with better access arrangements, public transport and parking.

There are three overarching principles governing the design development:

- Design principles, including sustainability and energy efficiency [BREEAM Very Good is required]
- Inclusiveness, placing people at heart of the design process
- Process and implementation, ensuring delivery through quality control.

Key character areas include the harbour quarter, the commercial core and the promenades.

A six week consultation period has just ended and resulted in a good response. The revised planning guidance document will be adopted as SPG and will be used to market the site to developers. The initial selection will be made on quality, and once a shortlist has been selected costs will become a criterion.

Ymateb y Panel/Panel's Response

The Panel was informed that the land would be released in two parcels as development of the first phase, to the west of Sandy Bay, can begin more quickly, and there is no wish to hold up the whole development because of constraints on the second phase. It was confirmed that the Local Authority are the main landowners and a project board is in place,

comprising the Planning, Highways, Regeneration, Tourism and Transport departments of the council, along with Council members and the one other major landowner. The revised design guidance produced after this consultation period will be the basis on which the team will assess quality. It is hoped that development proposals will gain planning permission by spring 2008, and it is estimated that the whole project will take 10 years, allowing the population of the town to grow by some 20 per cent.

The Panel was not clear about the vision for this area and what nature of resort and residential community was being sought. The development team explained they wanted to see Porthcawl as a 'premier resort', with new leisure facilities around the upgraded harbour, an events programme along the Eastern Promenade and on the Headland Park. There would no longer be a permanent fairground but some limited and possibly temporary rides could be accommodated alongside kiosks and interactive displays. A cafe culture would be sought along the promenade frontages. The retail sector would be a substantial element linked to the existing town centre and of a sufficient scale to stop expenditure leakage.

The Panel felt that this vision could be conveyed more clearly in the guide, in order to assist prospective developers bring forward appropriate schemes. Also the guide should recognise that the traditional caravan user and day tripper trade to Porthcawl would remain an important element of the tourism economy to be catered for.

Further, the Panel would like to see the whole project treated as a sustainable urban extension striking a balance between a high quality residential seaside town, and a regional tourist destination. The question remains as to how well the two functions can work together but the Local Authority confirmed that this project has regional significance, is a key component of the wider Seven Bays regeneration strategy, and is also linked with the Valleys to Coast initiative. They have tried to knit this project into the existing pattern of development in the town. In this context, the importance of sub-area masterplans was emphasised and Portishead quoted as a key exemplar. The Panel questioned whether the existing documents were sufficiently detailed to provide good guidance and a sound basis for judgment. We suggested including more specific requirements, such as local stores, but the team wished to avoid too much detail at this stage.

The parking strategy recognised that meeting the peak summer demand could effectively sterilise a large area within the town. Parking provision has been based on the average weekday use throughout the year, and there is enough capacity to accommodate that. In addition, a Park and Ride service, making use of out-of-town parking, will be made available for limited peak times. A new commercial car park attached to the new retail outlet, together with the existing parking facilities, will be available

for year round use and controlled by the Council. In order that the retail core is not dominated by extensive open parking the option of a multi storey unit, possibly combined with other uses on the ground floor, should be accommodated by the guide. The Panel strongly urged that full public transport provision be in place for the first completion. The team agreed that this was the aspiration but could not guarantee it, and would accept it becoming available after the 500th unit was completed.

The Panel did not examine in depth the partly developed ideas for the different character areas, especially as development proposals may differ. However, there were some key concerns raised by Panel members which should be addressed in the guide. These include the need for the new retail development to avoid the appearance of a separate shopping block in open parking, by including street type facades especially on links to the existing town centre. Similarly, close urban links are needed at the northern entry to the scheme adjacent to the town centre. In the Harbour area the need for the new leisure complex to be a high quality feature should be referred to, and the vacant site at the turning of the harbour area into the Esplanade should also be identified as needing a very high quality building. The Panel found the role and nature of the expanded central park was unclear. Its relationship to the town centre, housing and tourism functions should be discussed and the strong link to the promenade and sea front referred to and illustrated.

In terms of environmental sustainability, the Panel urged the team to be more ambitious, more demanding and more specific. The current document does not encourage exemplary environmental performance and could be compatible with a 'business as usual' solution, contrary to emerging Welsh policy on low carbon buildings. We recognised that much of the capital receipts generated would be used to pay for improved flood defences and as such the town was a victim of climate change and past market-led development. The Panel advised that BREEAM / EcoHomes Excellent should be the minimum standard and that pre-contract documents should specify a single site-wide energy system.

Similarly, the Panel thought that the consultation documents did not demand the highest quality of architectural design. This should be an exemplar project, raising the bar in architectural and urban design as well as sustainable development. Otherwise, and despite the good planning work that has been done, a tremendous opportunity and a potential national asset will be lost.

Crynodb/Summary

The Panel welcomed the opportunity to gain information about one of the biggest residential projects in Wales. We support the broad thrust of the

development framework, based on a logical reinforcement of the town centre, good linkages, and the re-routing of the approach road. We think this presentation is a good basis from which to develop the detailed design guidance, but the quality control process is our major concern. In summary:

- We think the vision statement and detailed objectives should be more ambitious, more specific and more prescriptive.
- We would like to see a greater degree of control to provide guarantees of quality in urban design and sustainability.
- We support the gridded residential layout but think that the green spaces are poorly disposed and can be improved to create a better layout. The sacrosanct nature of Griffin Park is a particular problem.
- We welcome the efforts made to keep town centre parking provision to a level which reflects year round use and we would like to see the option of multi storey parking accommodated
- We think it is imperative that public transport improvements are included to coincide with the first completions.
- The retail area, links to the town centre and the adjacent northern link should be characterised by strong, urban 'street type' frontages
- The desired high quality of the key harbourside leisure centre and linking block to the Esplanade should be embedded in the procurement process, and the superstore should be better integrated with the urban grain.
- The role of the expanded central park needs clarifying, and a strong link to the promenade should be established.
- We would like to review the revised guidance before it is approved, along with full details of the criteria that will be used to evaluate bids, and to set the parameters for each phase of the development.

Diwedd/End

NB A Welsh language copy of this report is available upon request.