

PORTHCAWL REGENERATION AREA

SUSTAINABILITY APPRAISAL



FINAL REPORT

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1. Introduction

1.1 CDN Planning was commissioned by Bridgend County Borough Council to prepare a Sustainability Appraisal of the Porthcawl Regeneration Development Framework (PDF). In order to ensure an independent and objective analysis, a practitioner not directly involved with the PDF, Mr Graham King of Environmental Planning, undertook the study. A Sustainability Appraisal is essentially a Quality Check on the proposed Development Framework to ensure that it addresses the principles of Sustainable Development and meets them as far as possible.

1.2 Under s.121 of the Government of Wales Act 1998 the Welsh Assembly Government has a duty to promote the principle of Sustainable Development in the exercise of its functions. Policy Guidance to local authorities makes it clear that they must also ensure that policies and plans seek to meet this requirement.

1.3 Sustainable Development can be defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs. Four national key objectives to guide sustainability appraisal are:

- Social progress recognising the needs of everyone;
- Effective protection of the environment;
- Prudent use of natural resources;
- High and stable levels of economic growth and employment.

1.4 This Appraisal has been carried out in three stages:

- A Strategic Appraisal of the Project Principles;
- Detailed Sustainability Appraisal of the Development Framework (PDF) at Draft Stage;
- Final appraisal and comment following 3rd round consultation.

This report therefore is the Final Appraisal. It is in the form of two Checklists, one covering the principles adopted, and one the detailed Development Framework, to assess whether they are likely to deliver sustainable development. Appendix 1 also reviews relevant policies from the Bridgend Unitary Development Plan (UDP) that bear upon the sustainability of the proposals contained in the Porthcawl Regeneration Development Framework (PDF) to ensure it complies with the Council's planning policies.

2. Porthcawl Regeneration Area: Criteria for Sustainability Assessment

2.1 The sustainability criteria used in this appraisal have been derived from the following sources:

- Welsh Assembly Government Guidance on Good Practice for the Sustainability Appraisal of UDP's
- Bridgend Unitary Development Plan Sustainability Appraisal
- Consultant's Study Reports
- Summaries of Public Consultation – September 2003 and March 2004
- Mainstreaming Sustainable Development – SD Committee
- ISIS Waterside Regeneration Sustainability Criteria

Since appointment there has also been continuing dialogue with the Consultants, designed to challenge assumptions and help refine proposals.

2.2 The adopted criteria used in the two checklists are summarised below, together with brief explanation.

Regeneration

- R1 Promoting the use of previously developed land (PDL)
 - * it is national policy to encourage the efficient and productive use of “brownfield” sites within urban areas;
- R2 Outward focus – impact on the wider community
 - * successful schemes should have positive benefits for the surrounding community;
- R3 Degree of Stakeholder and Public Consultation
 - * there should be positive engagement with all stakeholders and the public to help build consensus and support;
- R4 Local Employment and Tourism
 - * there should be maximum benefits for the local economy and the scheme should seek to rejuvenate the town's long tradition as a seaside resort.

Social Impacts

- S1 Housing opportunities
 - * the scheme should make provision as far as possible to meet the needs of all housing groups;
- S2 Neighbourhood Cohesion
 - * to create a shared sense of place and community pride;
- S3 Access to Community Facilities
 - * to enable people to have similar and sufficient levels of access to services, facilities and opportunities;
- S4 Health, Safety, and Wellbeing
 - * to provide a healthy, safe and secure living and working environment for all;

Environmental Sustainability

- E1 Conserving and enhancing Bio-diversity
 - * respecting nature by protecting and enhancing local habits and wildlife both on land and water;
- E2 Energy saving and Waste reduction and re-cycling
 - * sustainable waste treatment and reducing, re-using and re-cycling waste materials;
- E3 Sustainable Transport: reducing dependence on private car
 - * creating opportunities for buses, cycling and walking;
- E4 Ensuring sustainable and safe coastal defences
 - * installing and maintaining necessary infrastructure to safe guard life and property;
- E5 Conserving and Enhancing the Historic Built Environment
 - * ensuring that due regard is taken of importance of local built heritage and their settings.

Quality of Built Environment

- BE1 Creation of high quality, durable Built Environment
 - * to create a framework for first class housing, leisure and commercial investment;
- BE2 Tourism and Leisure
 - * to create conditions for investment in renewal and enhancement of existing facilities;
- BE3 Respect and enhance Landscape Character and setting
 - * to ensure public realm is attractive and vibrant while respecting residential amenity;
- BE4 Maximising opportunities from Coastal Setting
 - * to realise the potential of the waterfront as a focus for residents, visitors, shoppers and workers;
- BE5 Provision of appropriate Retail outlets
 - * to upgrade local shopping outlets and create a variety of tourism-related opportunities.

Inevitably some of these criteria overlap or conflict – it is the function of the Development Framework to resolve such issues in designing a sustainable pattern of development.

2.3 Checklist 1: Sustainability Appraisal of Project Principles

In the first Checklist below, the key sustainability criteria identified above were used to appraise the general approach adopted by the Regeneration Study, and to enable consideration of the principles on which the Project has been conducted. Each criterion is accompanied by a judgment on PDF compliance.

CHECKLIST 1

Regeneration

- R1 – Using Previously Developed Land
 - * The Bridgend UDP has identified the Porthcawl Waterfront as a priority area for comprehensive development, requiring Supplementary Planning Guidance.

- R2 - Outward Focus
 - * A prime objective of the Porthcawl Regeneration Study is to realise the potential of the town centre and the resort as a whole.

- R3 - Consultation and Participation
 - * Extensive stakeholder discussions have been held by the team, with two opportunities for wider public consultation, one held in September 2003, and one held in March 2004. A Report on Feedback has helped guide the formulation of final proposals in the PDF.

- R4 - Local Employment and Tourism
 - * A primary aim of the Framework is to restore the traditional role of Porthcawl as an important seaside resort with new opportunities for local business.

Social Impacts

- S1 - Housing Opportunities
 - * The Development Framework seeks to provide a wide choice in housing, including affordable homes, private apartments, second homes, and tourist accommodation.

- S2 - Neighbourhood Cohesion
 - * The Development Framework is based on physical and social integration with good linkages and a strong sense of place.

- S3 - Access to Community Facilities
 - * Bridgend CBC has been consulted on their requirements, and land has been zoned for expansion of the school. Medium density development, and priority for buses, walkers and cyclists, should assist ease of access. However, further attention to this issue is given in the detailed appraisal in section 3.

- S4 - Health, Safety and Wellbeing
 - * The proposed Framework, with the seafront promenade, will encourage cycling, walking and recreation. Traffic calming will promote safety, and home zones should reduce crime levels. Consideration should also be given to reducing vulnerability to terrorism, particularly in relation to leisure facilities in the public realm.

Environmental Sustainability

- E1 – Conserving and Enhancing Bio-Diversity
 - * The PDF takes into account the need for protecting green features, for extending Griffin Park, and creating a new foreshore park. Although subject to further studies, it is unlikely that the remaining sand dunes can be retained.

- E2 - Energy and Waste
 - * Sustainable waste management practice, involving conservation, re-use and re-cycling of resources are promoted in the PDF proposals. All developers will be expected to comply with the Government's new more rigorous codes of practice.

- E3 - Sustainable Transport
 - * The PDF shares this aim and seeks to encourage public transport, cycling and walking. However, a comprehensive review of parking will be undertaken as part of the Next Steps, to help establish detailed car parking and access requirements.

- E4 - Coastal Protection
 - * The brief for the PDF study requires careful scrutiny of this matter, together with any impact on the harbour. The proposals address this issue to ensure new infrastructure is safe and sustainable. The report also lists further detailed investigations that need to be undertaken as Next Steps.

- E5 - Conserving and Enhancing the Historic Built Environment
 - * This requirement is recognised in the PDF Appraisal, and is listed as a key objective of the proposals. Design requirements are spelled out in the report.

Quality of the Built Environment

- BE1 - High Quality Built Environment
 - * The purpose of the PDF is to create a first class sustainable environment that will attract private and public investment. The Proposals are assessed in the detailed appraisal which follows.
- BE2 - Tourism and Leisure
 - * The PDF provides an appropriate framework for attracting private investment to improve and renew leisure facilities.
- BE3 - Landscape Character and Setting
 - * The PDF promotes a strong sense of place and a public realm which is vibrant and attractive. The details are assessed in the next section.
- BE4 - Coastal Setting
 - * The purpose of the PDF is to capitalise on the unique coastal location both for residents and visitors. Proposals for the harbour and promenade are key elements in the regeneration plan. Consideration also needs to be given to the role of the beach, so a co-ordinated management strategy can be implemented.
- BE5 - Retail Provision
 - * A proposed new store adjacent to John Street in the PDF complies with policies in the BUDP for more sustainable retail provision.

General Commentary on Checklist 1: the PDF approach generally complies with the sustainability criteria used in this appraisal. However further consideration will be required on a number of issues as the project develops, including flood risk, the harbour, provision of community facilities, access and parking, and security, The more detailed appraisal of the Development Framework proposals follows in section 3.

3. Detailed Appraisal of the Porthcawl Development Framework (PDF)

3.1 Section 3 comprises a second Checklist of detailed Questions designed to appraise the Development Framework based on the Principles elaborated in section 2. Specific questions are set out to test each principle in detail followed by an objective assessment (in italics) of the proposals contained in the PDF.

CHECKLIST 2

KEY QUESTIONS FOR DETAILED SUSTAINABILITY APPRAISAL

REGENERATION

R1 Promoting the Use of Previously Developed Land (PDL)

- Q1. Is the Porthcawl Waterfront site primarily PDL?
The site has been designated in the Bridgend UDP for Regeneration because it primarily consists of Previously Developed Land, and represents a prime opportunity to reclaim surplus land for beneficial use.
- Q2. Is it conveniently located within or adjacent to an accessible urban area?
The site lies close to the Town Centre and is mostly within walking distance of main facilities.
- Q3. Does the PDF provide for its efficient and effective use?
The PDF guidelines provide opportunity for renewal of commercial leisure attractions and substantially more housing than was envisaged in the UDP. Market studies suggest that with public sector support the scheme is viable over a period of years and capable of effective implementation.
- Q4. Do any environmental constraints/concerns exist that require treatment to enable the PDF proposals to be safely implemented?
Two main environmental concerns have been identified: those associated with excavation of the former docks for a new marina; and those with the deepening of the harbour. In both cases further studies are necessary to inform the EMP's (Environmental Management Plans) that will be required in order to proceed.
- Q5. Is the PDF flexible enough to respond to market requirements and further innovation?
The PDF is reliant on a series of Master Plans and Character Area Studies for individual components of the scheme as development proceeds. These will provide the necessary flexibility.
- Q6. Can sufficient guidelines be incorporated in the Supplementary Planning Guidance to steer development in accord with PDF principles?
The process and recommendations contained in the PDF provide the necessary guidance for development that can be incorporated into the UDP, as Supplementary Planning Guidance, subject to support from public agencies and the predicted interest from the private sector.
- Q7. Will monitoring systems be established to ensure future quality control?
It is understood that it is the intention of Bridgend CBC to install procedures to ensure sufficient control of future developments. This will entail the use of the PDF as Supplementary Planning Guidance, of s.106 agreements, and Master Plans to provide a context for submission of development proposals.

R2 Outward Focus - impact on the wider community

- Q1. Do the PDF proposals successfully integrate future developments with the town centre and surrounding urban area?
This is a key theme of the PDF proposals which seek to revitalise the role of the town as a seaside resort by upgrading the harbour, enhancing the promenade, improving access from the urban area to the waterfront and extended park system, and using the provision of a new superstore to create a better link to John Street.
- Q2. What impacts on the wider community will the infrastructure requirements have on energy, water, sewage, transport and services?
These have been studied. New demands for energy, water or sewage disposal are within the capacity of existing systems. Local bus services are likely to be improved by the provision of a new route through the development. The primary school would be enlarged, with the possibility also of housing certain local community facilities.
- Q3. What impacts on the wider community will growing numbers of visitors have?
The improvements to attractions envisaged in the PDF are likely to encourage a steadily growing number of day and staying visitors who will have a positive effect on the local economy, in terms of local trade and new businesses. It is considered that the extra traffic generated can be accommodated within the existing traffic system. Care needs to be taken to ensure sufficient car parks are provided in well marked convenient locations.
- Q4. Will there be any wider ecological or landscape impacts on the surrounding area?
There will be no negative impact by the PDF proposals on the ecology or landscape of the surrounding area. Implementation of the proposals, however, will vastly improve views of the bay from surrounding areas and help transform the image of Porthcawl.
- Q5. What links are envisaged with Trecco Bay caravan site?
The PDF proposals will improve links between Trecco Bay and the town whether walking, cycling or using the bus. The improved foreshore and leisure attractions will enhance visitor enjoyment on caravan site.

R3 Stakeholder and Public Consultation

Q1. What steps have been taken to involve key stakeholders?

All key stakeholders were involved at an early stage. Three categories were identified: public sector agencies, the commercial and leisure operators, and community interest groups.

Q2. How committed are they?

Responses received clearly indicate the importance of the consultation process which has indicated widespread support for the proposals. The Local Planning Authority and Members of the Town Council have also expressed strong support.

Q3. What opportunities were provided for public comment? Did they meet the following criteria?

- Suitable venues accessible to all?
- At reasonable times of day?
- With clear and helpful material?
- Good advance publicity and information?

Three stages of consultation were held: an informative exhibition at the start inviting feedback on issues; direct mailing to community interest groups seeking their views; and finally public response to the PDF proposals via a 5 day exhibition and Workshop day. The above criteria have been met.

Q4. What quality of feedback has been obtained from the public?

Feedback has been very constructive and is fully documented.

Q5. Is there evidence of a consensus emerging on key issues?

Following the results of Third Round Consultation it is clear that the public want determined action to remove the existing wasteland and dereliction which degrades the town, with general support for the approach contained in the PDF.

Q6. What alterations to the PDF are likely to result from the feedback?

These are contained in the 3rd Round Consultation Report under the following topics: highways, parking and access; tourism; marina and harbour side; housing; community facility provision; supermarket and retailing; mechanism of the plan; and other considerations. This assessment generally supports the recommendations in the Report. Relevant comments are made within this detailed Sustainability Appraisal under the relevant headings.

Q7. What arrangements will be made for ongoing community engagement throughout the implementation of the Framework ?

This must await the decision by Bridgend CBC on the final recommendations contained in the PDF. However, it is hoped that a public commitment will be made as part of the Next Steps towards implementation.

R4 Local Employment and Tourism

- Q1. Does the PDF provide adequate opportunities for new investment in the local commercial leisure and tourism industries?

The PDF proposals make provision for the renewal and upgrading of visitor attractions in the mixed use areas, with other substantial opportunities around the old harbour and new marina, including restaurants, street cafes, and other initiatives. Market research suggests such investment can be achieved and the level of economic activity sustained.

- Q2. What is the likelihood of the scheme attracting substantial investment in the various economic sectors from private and public sources?

Market research, conducted as part of the study, suggests that the scale of development envisaged in the PDF in both the leisure and housing markets can be achieved given public sector support.

- Q3. Will the potential investments help to maintain/ increase existing property values in the area?

The gradual realisation of the scheme, bringing enhanced amenities to the area, should inevitably result in increased property values and further investment.

- Q4. Are the proposed developments likely to result in improved viability of local businesses?

The PDF proposals are likely to increase spending in the town from both visitors and new residents throughout a longer season. This should have a considerable knock-on effect in terms of local trade and help sustain the viability of local businesses.

- Q5. What specific schemes/premises are likely to be available for local businesses?

The PDF proposes a number of areas which should be attractive to local traders. These include those areas identified as mixed use zones and the public squares which could also be used for fairs and other events.

- Q6. How many local jobs are likely to be created over time in which categories?

Although the PDF does not specify any specific targets, new jobs are likely to be created in a number of service categories. New opportunities are also likely to arise from the recently approved Offshore Wind Farm.

SOCIAL IMPACTS

S1 Housing Opportunities

Q1. Do the housing allocations in the PDF provide opportunities for all sectors of the housing market?

The PDF proposals present a variety of housing types related to the character of various areas. These range from more expensive apartments on the seafront, to larger houses around the Avenue, to higher density homes and affordable housing closer to the urban area and its facilities. Opportunity also exists for a proportion of land to be allocated for special needs sheltered units.

Q2. What special provision is to be made for affordable housing?

10 per cent is factored into the PDF proposals and must be confirmed in Supplementary Planning Guidance.

Q3. What accommodation will be available for the tourism sector?

The PDF assumes a proportion of residential accommodation will be available as holiday lets, together with limited numbers likely to be purchased as second homes. Trecco Bay will remain nearby for those wishing for the more traditional caravan holiday.

Q4. What special provision will be made for the elderly or those with special needs?

Scope exists to accommodate specialist housing, affordable homes, market entry, sheltered and extra care needs. Such provision will need to be negotiated as development proceeds. Requirements for the disabled will be met.

S2 Neighbourhood Cohesion

Q1. How does the PDF intend to promote a shared sense of community within the new housing areas?

The PDF seeks to inspire physical regeneration and build community confidence through close consultation, the provision of amenities available to all, revitalising local heritage, and putting neglected and run down areas to beneficial public use. The pattern and character of new development is intended to provide an attractive setting that will foster a strong sense of community.

Q2. Does the existing local community support the proposed developments?

Broad support has been expressed in the final consultation meetings and response.

Q3. Will the PDF proposals successfully create a distinct neighbourhood identity?

The PDF defines a series of Character Areas for which detailed Master Plans will be drawn up to guide development. While these will help promote a distinct identity for each area, the PDF ensures they will be well connected and easily accessible.

Q4. Will there be ongoing community dialogue throughout the implementation of the PDF proposals?

The PDF recognises the importance of continuing community dialogue as the detailed proposals take shape to ensure they reflect community needs.

S3 Access to Community Facilities

Q1. How does the PDF facilitate access to the following facilities for residents?

- Clinics
- Shops
- Library
- Schools
- Creches
- Parks/open space
- Transport
- Leisure
- Places of Worship

Through its location adjacent to the urban area, most facilities will be accessible on foot or by bus, but greater clarification is required on this point. A series of parks and open spaces are embedded in the residential area in convenient locations. A reserved bus route the site, and should provide a frequent service to and from the town. It will be important to use s.106 agreements to ensure provision of appropriate facilities, and it is understood that the authority will undertake further studies of need as the project develops.

Q2. Are local facilities able to cope with the predicted extra demand?

Consultations suggest that they can, but some additional facilities may be required.

Q3. Are any new facilities envisaged on site?

The PDF provides for mixed use areas which provide opportunities for new facilities such as cafes and restaurants. Most public services will remain located within the adjoining urban areas.

S4 Health, Safety and Wellbeing

Q1. How does the PDF promote healthy living?

The seafront location provides a splendid setting for walking, cycling and relaxing. The grid layout, compact development and traffic calming proposals will also encourage walking for recreation. In the summer easy access to the beach will provide opportunity for a variety of sports and informal activity.

Q2. How will the PDF proposals promote the safety of residents and visitors?

The proposed design and layout will give priority to pedestrians and cyclists, and the traffic network is designed to bar extraneous traffic from the residential areas. Visitors by car will be directed to convenient car parks.

Q3. How will the PDF proposals help to reduce crime and fear of crime?

The South Wales Police have not yet been consulted. However, the PDF acknowledges the importance of designing out crime and ensuring there is a clear public/ private distinction of ownership. Special attention to the provision of appropriate defensive measures will be required in the light of Government and public concern regarding the threat of terrorism, particularly in connection with the mixed use leisure areas.

Q4. Will there be any danger from flooding?

Parts of the area are defined as 1 in 200 year flood return areas. Discussions with the Environment Agency to assess the current risk and ascertain appropriate measures for sustainable shoreline defence should be instigated once the PDF has been adopted. The Consultants are confident that technical solutions are available and that suitable mitigation measures can be agreed with developers. Suitable investigations should be incorporated into the Next Steps.

Q5. Will there be any danger from the removal or excavation of contaminated land?

Studies will be required before works are undertaken in connection with both the proposed marina and the improvement to the harbour. In both cases an Environmental Management Plan will be required before work commences.

ENVIRONMENTAL SUSTAINABILITY

E1 Conserving and Enhancing Bio-Diversity

Q1. How does the PDF respect and conserve local bio-diversity?

An appreciation has been carried out to establish local bio-diversity. The main habitats for wildlife are Griffin Park, the small woodland and the remnant of sand dunes. The park system will be extended, and link into a “green arc of containment” around the commercial area. However, the relict sand dune system is unlikely to be sufficiently dynamic to be sustainable.

Q2. Has the Local Bio-Diversity Plan been consulted?

The local authority ecologist has been consulted on this issue and is satisfied with the approach being adopted in the PDF.

Q3. What losses are considered unavoidable, or subject to mitigation?

The main conservation issue is the future of the sand dune remnant. It is known that there is an inadequate supply of blown sand required to maintain a dynamic system. The proposal for a Foreshore Park will enable the current situation to be maintained until studies are complete and final decisions taken.

Q4. What additional “green” features/spaces are included in the PDF?

The PDF provides for a number of green spaces within the layout, including an extension to Griffin Park, improvement to the wooded area behind the attractions, and a large open space at Rhych Point. These will provide an arc of containment around the mixed use area.

Q5. What further planting is envisaged?

The PDF envisages that the detailed Master Plans to guide development will use planting to help structure the open spaces within the urban setting. Special care will also be taken to landscape the proposed car parks and promenade.

Q6. What arrangements will be made for the sustainable maintenance of local habitats?

Discussions are being held with the local authority concerning maintenance of these areas.

E2 Energy and Waste

Q1. Has the PDF considered the impact of the development proposals on the local energy supply system?

Consultations with respective bodies suggest no problems are likely, and that necessary connections can be made.

Q2. Will the implementation of the PDF involve compliance with the EU Energy Performance of Buildings Directive?

Yes, this will be mandatory by 2006.

Q3. Will all buildings be expected to comply with the Building Regulations 2000?

Housing developers will be expected to commit to BRE Eco Homes Standards.

Q4. Will there be a lighting strategy to minimise light pollution?

The PDF suggests this be included as a topic within the detailed Master Plans.

Q5. Have the benefits of passive solar design or other alternative energy schemes been considered?

The grid pattern envisaged for development in the PDF is deliberately based on an east-west axis, with southern-oriented housing as far as possible, in order to achieve passive solar gain.

Q6. Have future impacts of further climate change been considered?

The main area of concern relates to the site's coastal situation and the risk of flooding. Proposals for the new promenade will require consent from the Environment Agency following further studies. Storminess and wave damage are also factors to be taken into account in final foreshore design solutions.

Q7. Are local reclaimed/ low impact materials recommended in construction work?

The PDF proposals contain a strong commitment to sustainable construction principles which need to be legally binding on future developments.

Q8. What processes will be put in place to minimise pollution to water, air and land?

The PDF will facilitate the Eco-Management Audit Scheme (EMAS) which is promoted as part of Bridgend CBC's own Local Agenda 21 Strategy.

Q9. Has a ground survey been undertaken to determine the suitability of using a Sustainable Urban Drainage System?

This still requires detailed consideration and must follow further study of ground conditions. The proposed canal could possibly have a role in this respect.

Q10. Is there any risk to future residents from noise pollution from fun fairs or late night events or activities?

The PDF recognises this possibility and has proposed the "green" arc of containment as a cordon sanitaire between the leisure areas and residential neighbourhoods. The Report also notes that future leisure developments will be subject to normal planning restrictions.

E3 Sustainable Transport

- Q1. Does the PDF provide convenient access to key facilities for residents?
Most facilities are within walking distance or a short ride on the buses which will serve the development. Most dwellings will be within 300 metres of a bus route.
- Q2. Does the PDF promote safe and convenient routes for pedestrians and cyclists?
The proposed grid and detailed design of public areas will assist these modes of Travel. However, consideration should be given to the desirability of a cycling network.
- Q3. Does the PDF promote traffic calming?
Yes, pedestrian safety is a core principle of the proposals. Home Zones will be recommended, with a maximum speed for vehicles of 20 mph, and 10 mph in some zones.
- Q4. Is a convenient public transport system planned?
Yes, a special route reserved for buses will provide a convenient service.
- Q5. Will visitors and tourists be clearly directed to convenient and secure car and coach parks?
Yes, a distinctive Gateway to Porthcawl is planned which will direct visitors to convenient car parks. There will also be a TIC centre at this point. More information will be required on capacity assumptions and traffic management.
- Q6. Is adequate and secure car parking provided for all purposes and types of accommodation?
The need is recognised in the reports, but specific proposals are required associated with the submission of commercially-based plans. A further study is planned by the Local Authority as detailed proposals are firmed up.
- Q7. Will harbour and marina users have convenient points of access?
A public slipway is proposed as part of the extended breakwater.

E4 Coastal Protection

Q1. What studies have been undertaken to establish risk from flooding?

The current Shoreline Management Plan does not prescribe a physical solution to waterfront infrastructure. Further studies are required, including modelling of existing and future conditions, to establish a sustainable coastal defence. Various options are considered in the Report.

Q2. What infrastructure is required for sustainable coastal defences?

This is a matter yet to be agreed with the Environment Agency, and needs to be closely monitored.

Q3. Will low environmental impact materials be used in construction?

This must await detailed specification.

Q4. Can the harbour continue to operate effectively in all future climatic conditions?

Studies suggest that a 150 metre extension to the breakwater be constructed, and that the channel requires capital dredging. However, these initiatives will require modelling of tidal impacts and their effect upon the inter-tidal ecology.

Q5. Is it feasible, environmentally safe, and commercial, to excavate and create a new marina at the southern end of the former docks?

The PDF supports a small scale marina as an important feature of the strategy. Initial studies suggest it would be commercially feasible and environmentally safe; however this will be subject to further technical studies and negotiation with developers who would need to share in the cost of construction.

E5 Conserving and Enhancing the Historic Built Environment

Q1. Does the PDF adequately acknowledge the importance of the Conservation Area?

The Appraisal of the Old Harbour in the PDF clearly notes the distinctive local character of the area which needs preserving and enhancing. A key aim of the PDF is to create a vibrant visitor attraction by developing its character, in line with Policies EV35 and EV42 of the UDP. However, the Conservation Area has not been selected for detailed presentation as a Character Area in the PDF.

Q2. Will Listed Buildings be protected?

Listed Buildings in the area are owned by the local authority. The PDF proposes a key role for the Jennings Building and other structures, in line with UDP policies for the use and repair of historic buildings.

Q3. Will the Conservation Area be protected from unsympathetic development adjacent to the Conservation Area?

PDF proposals for adjoining areas pay due respect for the special Character of the Conservation Area as outlined in proposals for Dockside Square, the Marina and Canal Side. Unsympathetic development would not be permitted under UDP Policy 41, nor the demolition of buildings of character.

Q4. Could the proposals be threatened by unsympathetic road improvements?

UDP policy EV44 makes it clear that only improvements which will not adversely affect the appearance or character of the area would be acceptable. This approach is also reflected in the PDF.

QUALITY OF THE BUILT ENVIRONMENT

BE1 Built Environment

Q1. Does the overall pattern of development proposed in the PDF promote a strong sense of place and local identity?

The PDF seeks to apply the key principles of urban design espoused in Welsh Assembly Government Advice, notably TAN 12: Design (para 2.1), and in the recent WDA Design Guide: Raising Standards in Wales. These promote special care in integrating provision for movement with the other functions of streets and places; the inter-relationship between the parts of a scheme; the nature and quality of the public realm; the quality of buildings and landscape; respect for local heritage and identity; and accessibility to facilities. The PDF appears to meet these requirements.

Q2. Will the proposals create a durable, safe and attractive public realm?

Through its guidance contained in key-area character statements, both in written and sketch form, and its advice on s.106 agreements, the PDF provides a sound basis for achieving a successful and sustainable public realm, in line with UDP Policy EV45.

Q3. Is there sufficient variety of dwellings located in the right places?

A wide range of dwelling types is proposed. While precise location will depend on market demand, the allocation of housing types relate well to the various components of the scheme – such as the harbour and marina areas, the canal, the Sandy Bay Gateway and Avenue, and opportunities in the mixed use areas. The PDF rightly proposes that affordable homes and sheltered housing should be located within easier reach of the facilities of the existing urban area.

- Q4. Do the housing proposals provide the right balance of security and privacy?
With large numbers of visitors in the area, it is important that security and privacy be afforded priority in design. Further details are required on this aspect as part of the Master Planning process.
- Q5. Will the scheme help to reduce crime and the fear of crime?
The PDF recognises the importance of designing for crime prevention. The pattern of spaces in the urban realm, and quality of design proposed should help engender a sense of security and civic pride. Care needs to be taken in ensuring compatibility between the tourism components and the housing element. This must be a matter for the various Master Plans to provide detailed consideration.
- Q6. Is the proposed density of development commensurate with modern standards of space, internal and external?
PDF is structured around the current acceptable standard for housing density.
- Q7. Will the proposals prove attractive to the market?
Market study reports provide general support for the scale of proposals and the mix proposed. The proposed layout and programme of land release should provide sufficient flexibility to respond to any eventuality.

BE2 Tourism and Leisure

- Q1. Are the PDF proposals for mixed use sites likely to secure high quality investment?
The market study reports supporting the PDF proposals suggest the potential for renewed investment is likely to be achieved.
- Q2. Will there be sufficient variety of attractions to please various age groups, tastes, and interests?
The PDF proposals recognise the need to meet a wide range of tastes, from quiet informal recreation through to cafes, restaurants, night life and attractions for young people. Various suitable locations are provided throughout the development, but delivery will be driven by market opportunities.
- Q3. Is the PDF vision for the harbour and marina a practical one?
Studies suggest that a modest sized marina together with an improved harbour is both practical and commercially feasible if co-funded with associated development.
- Q4. Is it possible to fund a Leisure Centre and Pool as desired by public?
Studies suggest that visitor numbers and likely customers could not justify this

expenditure without large public subsidy.

Q5. Does the PDF provide sufficient sites for special events and festivals?

Sites for special events are proposed at a number of locations including Foreshore Park, Entrance Gateway, and in the mixed use areas.

Q6. Do the entry points for visitors provide an attractive welcome, exciting anticipation and surprise?

The first sight of the new Porthcawl on arrival by road will be a tree-lined square and TIC to be designed as a landmark structure, to be lit at night. The motorist can then choose to drive along the new seafront boulevard, or repair to the car park. For walkers Sandy Bay Gateway will provide their first vista of the bay. Conceptually, this is fine, but all will depend on execution into reality.

Q7 Will the proposals overall create a new image for the town as an attractive seaside resort?

The PDF proposals will sweep away acres of unused semi-derelict wasteland in order to develop a vibrant living and recreational area that should transform the town as a whole. The scale of the project should ensure a new image of Porthcawl as a thriving seaside resort.

BE3 Landscape Character

Q1. Is there a clear and coherent landscape theme underpinning the proposals?

The PDF makes clear that landscape design should “unite form, function and meaning”, so creating a vibrant and attractive setting for all developments. The detailed proposals for the Character Areas show how this is to be achieved.

Q2. Does it strike the right balance between interesting and useful spaces and the needs of movement?

The PDF makes clear that the needs of movement should not dominate the design of open spaces, thus enabling a variety of places of different character to be realised.

Q3. Will there be sufficient natural features and open spaces in the scheme?

The PDF pattern of development demonstrates a green arc of containment around the leisure attractions and smaller green parks within the housing areas. Griffin Park will be extended and the extended school grounds should also allow for community use. The major natural feature is of course the seafront and beach.

Q4. Will the materials used be sufficiently robust to withstand the various climatic conditions?

Consideration has been given to this issue, in particular the use of materials that look better, not worse, with weathering. The report states that the exposure to maritime conditions dictates that landscape treatment should be robust. It is essential that this requirement is built into all development agreements.

Q5. Will local materials, recycled if possible, be used whenever possible?

This requirement is recognised in the PDF.

- Q6. What outstanding features are envisaged to promote civic pride and sense of ownership?
A series of Landmark Structures are planned to create visual interest. Public Art is proposed that draws on local history and the natural geology of the area. The locations have been chosen carefully and should enhance the public realm.
- Q7. What boundary treatment is envisaged alongside Trecco Bay?
A screen of trees is planned that should provide a distinctive contrast with the Caravan Park.
- Q8. What special arrangements are planned for those with disabilities?
This requirement will be written into all development agreements, and all proposals will need to comply with current regulations with regard to disability access.
- Q9. What special consideration has been given to night-time lighting and display?
Considerable thought has been paid to the night-time scene, including specially designed lighting to help create the impression of a “string of pearls” around Sandy Bay. A detailed lighting strategy would be beneficial.

BE4 Coastal Setting

- Q1. Does the PDF fully exploit the wonderful waterfront location?
The PDF proposals re-invigorate the harbour, provide a new marina and restore and extend the waterfront promenade. The present clutter of huts and other structures that obstruct or mar the view would be removed.
- Q2. Is the mix between residential and commercial leisure along the waterfront a reasonable balance?
The PDF proposals recognise the importance of renewing the tourist attractions along the waterfront, but also provides for a major increase in dwellings over the figure envisaged in the UDP. Fresh opportunities will exist for new housing as described in the character studies, striking a reasonable balance.
- Q3. Can an improved promenade be successfully cross-funded from other investment?
Market studies suggest this is feasible, but any solution must await further studies and negotiations.
- Q4. Does the PDF provide easy and safe access to the beach for visitors and emergency vehicles?
The study recognises the poor access that currently exists and makes full provision to remedy this along both the Eastern and Southern promenades.
- Q5. What protection can be provided for visitors during inclement weather or the winter season?
The PDF proposes an avenue of trees at the back of the Eastern Promenade protected from prevailing winds by feature windbreaks. Seating would face east,

south and west to reduce impacts.

BE5 Retail Provision

Q1. Will there be satisfactory access to a range of shops for residents?

The PDF provides for a new superstore to strengthen shopping in Porthcawl, but also envisages a variety of retail outlets in the harbour, new marina and canal areas. Two major car parks are provided nearby, together with convenient bus stops.

Q2. Does the proposed superstore adjacent to John Street comply with UDP policies?

The UDP proposes such a store in this location.

Q3. Are other retail outlets to be encouraged such as local markets?

Opportunities for local markets would be provided through the use of some of the public spaces proposed in the PDF.

4. General Appreciation of PDF Proposals

The PDF is based upon the principle of sustainable development as required in the UDP. This is clearly set out in the Report, and the detailed proposals reflect this requirement. This Sustainability Appraisal has considered the environmental, economic and social implications under a number of headings. It finds that the PDF successfully integrates these matters in a holistic and imaginative way that should result in development beneficial to Porthcawl. The following key concerns, however, remain:

- *The commitment by BCBC and other agencies to ensure that the implementation of the scheme is progressed through to reality using the mechanisms such as s.106 proposed in the PDF report;*
- *The degree to which private and public finance can be secured to fund the infrastructure requirements;*
- *The need to negotiate a sufficient proportion of affordable homes;*
- *Acknowledgment by the Environment Agency that affordable and sustainable coastal defence measures can be secured;*
- *Provision of Community Facilities with reasonable access.*

As the PDF points out, most of these issues can only be resolved as discussions proceed and more detailed Master Plans are prepared. The public consultation in March has now clarified strong community support. Given successful implementation the PDF should be a model for sustainable communities.

APPENDIX 1

REVIEW OF UDP POLICIES AS THEY BEAR UPON THE PORTHCAWL REGENERATION AREA

1. Introduction.

1.1 The following Review considers all those policies in the BUDP which provide a context or guidance for the detailed proposals contained in the Porthcawl Regeneration Development Framework (PRDF). In paras 3 and 4 below the main aim of relevant policies are considered in turn, together with comment on their implications for the PRDF and its compliance with their provisions. Para 2 explains the strategic context.

2. Strategic Context

2.1 The Bridgend UDP (BUDP) comprises two elements:

- Part 1 containing Strategic Policies
- Part 2 comprising the more detailed Policies & Proposals.

It is also accompanied by an overall Land Use Strategy based on the concept of Sustainable Development which underpins all the plan policies. In this respect the BUDP has already received a Sustainability Appraisal by independent consultants who conclude “the Plan performs well” (para 8.16) and “is quite close to being as good as could be expected” (para 8.17). In particular the consultants find the Land Use Strategy performs well in the following respects which are central to the PRDF approach:

- It makes the most efficient use of land with the minimum use of land that has not been developed previously;
- It avoids impact on land with environmental or wildlife value;
- It locates the additional housing provision close to existing employment opportunities and retail, health, education and social facilities;
- It increases the proportion of trips that can be made on foot or by cycle, and increases the prospect of providing public transport services.

On all these counts the PRDF performs well, as will be seen in the detailed appraisal of individual policies which follow. Indeed, it was on these grounds that the BUDP selected the Porthcawl Waterfront as a priority site for regeneration (Policy REG 3(2)).

2.2 Consideration of BUDP Part 1 Strategic Policies

The BUDP policies are briefly summarised below, together with implications for the PDRF in italics.

Policies 1-3 Environment. These policies emphasise the importance of protecting and enhancing the environment. They cover the built environment, bio-diversity, the

coastal zone, encouragement for trips by other modes than the car, and the regeneration of the urban environment.

These requirements are of central concern to the PRDF.

Policy 4 Housing. This sets targets for the provision of new dwellings, and amplifies the Land Use Strategy which seeks to locate housing near to facilities and services.

An important feature of the PRDF.

Policies 6/7 Transport. Encourages travel by alternative modes to car.

The PRDF shares this aim.

Policies 8/9 Retail. Seeks support for existing shopping hierarchy.

PRDF proposal for retail supports John Street provision.

Policies 10/11 Tourism. Support for schemes which promote local economy, are well served by public transport, and do not harm amenity of local residents or the interests of host community.

PRDF seeks to strike a reasonable balance in this respect.

Policies 12/13 Sport & Recreation. Encouragement for proposals and opportunities which enhance local access to facilities.

PRDF proposes extension of Griffin Park and school premises, within overall pattern encouraging walking and cycling including new promenade.

Policies 17/19/20 Policies on Energy & Waste. These encourage sustainable solutions to these functions, including recycling and re-use of materials with minimum environmental impact and maximum local benefit.

PRDF acknowledges these principles.

Policy 21 Regeneration. Development that puts regeneration at risk will not be permitted.

Purpose of PRDF is to promote a comprehensive pattern of development based on sustainable principles within which appropriate development can proceed.

General Commentary: the PRDF generally complies with these strategic policies designed to promote sustainable development. As with the BUDP, the sustainability principle is at the core of the PRDF proposals which seek economic, social and environmental benefits for the benefit of the whole community.

3. Consideration of BUDP Part 2 Policies

3.1 Key policies have been selected for comment which bear upon the PRDF.

Policy EV15 Development in the Coastal Zone. This comprehensive policy covers the undeveloped coastline together with the seaside resort of Porthcawl. Only development that needs a coastal location, such as the resort's regeneration area, will be considered, providing due regard is paid to the additional risks of erosion, flooding, or land instability which may be exacerbated by the action of the sea.

The brief for the PRDF study requires careful consideration of these matters, together with the impact of a marina. Careful scrutiny of the study findings will be

required to ensure new infrastructure is both sustainable and robust and able to protect both human life and property. Further consultations are required with the Environment Agency once the PRDF is confirmed to ensure a satisfactory solution.

Policy EV16 Development in Areas of Flood Risk. Inappropriate development liable to flood risk will be resisted.

Previous comments apply.

Policy EV20 Protection of Bio-diversity. A general policy to ensure protection of natural habitats and wildlife.

The PRDF takes into account the need for protecting green features, for extending Griffin Park, and creating a new foreshore park. Investigations have established that it would not be possible to conserve and upgrade the remaining sand dunes at this point.

Policy EV 21 Protection of Trees A general provision seeking to retain and plant trees.

The PRDF proposals provide for the retention for a number of new parks involving retention of existing trees, together with new planted avenues adjacent to the housing.

Policy EV35 Local Distinctiveness and Built Heritage. A policy to ensure new proposals build on local character worth preserving.

The main heritage of high quality within the regeneration lies at the interface with the old docks; there has been strong support from the public to conserve the distinctive character of this area, and the PRDF proposals take this into account. The main opportunity is to ensure that new development enhances the attractiveness of the area.

Policy EV36 Demolition of Listed Buildings

Policy EV37 Development Affecting Listed Buildings

Policy EV 39 Use and Repair of Historic Buildings

Policy EV 40 Re-use of Redundant Historic Buildings

These policies for protecting Listed and/or Historic Buildings are recognised and supported in the PRDF. All the L.B.'s in the Conservation Area are in the ownership of the Local Authority.

Policy EV41 Development on Land adjacent to Conservation Areas

Policy EV42 Development within Conservation Areas

Policy EV43 Demolition of Unlisted Buildings in Conservation Areas

Policy EV44 Highways in Conservation Areas

A portion of the regeneration site is designated as a Conservation Area, namely the area to the south of Salt Lake around the Old Harbour. These policies demand a sensitive approach to any development within the Conservation Area. The Appraisal section of the PRDF, on page 8, stresses the importance of the Historic Harbour for the town's character, and proposes "the chunky character and timeless quality of buildings and structures" be protected and enhanced. This is reflected in a key objective in para 4.2 which seeks to enhance the character of the Conservation Area and to conserve its historic buildings and structures. This need is also recognised in para 4.4 on Delivering Sustainability. However, the Old Harbour is not

recognised as a distinctive character area in Section 5. Further amplification of this unique local resource is required.

Policy EV 45 The Public Realm within Conservation Areas

The importance of the public realm is stressed throughout the PRDF and is particularly relevant within the Conservation Area.

Policy EV50 Innovation in New Design. A policy that encourages original design concepts and sustainable methods of construction.

The PRDF is committed to this principle. Its proposals stress the importance of designing with flair to create a high quality environment and vibrant public realm. Sustainable construction techniques will be promoted as a requirement for a successful development. It is important this is adhered to.

Policy EV51 Crime Prevention. Promoting design measures to reduce incidence and fear of crime.

The PRDF acknowledges this principle and seeks to apply it through creating a strong sense of place, engendering pride in community and resident involvement through creation of home zones.

Policy EV52 Accessibility. Provision for those with disabilities.

This principle is accepted in the PRDF and appropriate provision is made.

Policy H1 Housing. New housing allocations include provision for 300 homes within Porthcawl Regeneration scheme (H 58).

The PRDF provides for considerably more homes on this important brownfield site.

Policy H7 Affordable Housing. The plan expects an appropriate element of affordable housing on suitable sites. Higher densities on easily accessible sites are encouraged.

The PRDF makes provision for 10 % as affordable housing, but detailed allocation must await the preparation and agreement on Master Plans as envisaged in the PRDF. This is a matter to be closely monitored to ensure a balance is achieved across the whole development.

Policy E4 Small Business Allocations. The Plan recognises the need to encourage the expansion of small businesses especially within or near urban areas.

Although no site is allocated within the PRDF, it does recognise the importance of tourism for small businesses, and allocates land for mixed use, restaurants and other market niches for the visitor. No estimate is given of potential employment however.

Policy E9 Brownfield Sites in Urban Areas

This policy provides criteria for assessing improvements to re-use derelict or obsolete buildings. The PRDF proposals are compatible with these requirements.

Policy T1 Promotion of Sustainable Modes. This policy encourages the provision of real choice of travel and development on easily accessible sites in or near urban areas.

By virtue of location and design, the PRDF proposals exemplify compliance with this policy.

Policy R1/2 Protection of the Retail Hierarchy and Nature of Development. This policy seeks to protect vitality of existing centres and enhance their quality.

Policy R8 Key Retail Re-Development Sites. The Plan identifies Hillsboro Place Car Park and adjoining land at Porthcawl (R8(6)), and at Dock Street (R8(5)) as suitable sites to help meet deficiencies in shopping provision in the town, and help reduce the number of car trips to Bridgend.

These policies are recognised in the PRDF which has allocated land for a new superstore as a sustainable solution to further strengthen Porthcawl Town Centre shopping provision.

Policy TM7 Tourism and Leisure Attractions in Porthcawl. The Plan supports the further enhancement and development of the County Borough's main holiday attraction, and refers to policy REG3 (2) promoting the waterfront and harbour as a regeneration site.

The PRDF is the vehicle for the implementation of this policy.

Policies RC1/2 Sport and Recreation. These policies encourage suitable provision for all social groups, including the disabled and elderly.

The PRDF proposals provide an array of recreation opportunities but need to spell out clearly facilities for the disabled and elderly.

Policies RC9/10 General Provision of Open Space and Informal Recreation Areas.

The pattern of development proposed in the PRDF makes full provision for these local amenities for residents and visitors alike.

Policies SC1/5 Provision of Social and Community Facilities

Full regard has been taken of this need within the PRDF following wide public consultation. Most facilities are located close-by in the urban area, but land has also been set aside for an extension to Newton Primary School (SC5(8)). It will be important to monitor progress as the development proceeds to ensure reasonable access to key facilities.

Policy REG1/3(2) Key Regeneration Sites. Land at Porthcawl between the Harbour and Trecco Bay is identified in this category. These sites require a comprehensive approach with special studies to help develop Supplementary Planning Guidance.

The PRDF proposals provide the vehicle for implementation of this policy.

General Commentary: the Part 2 policies reviewed above generally amplify the strategic policies contained in Part 1. While the PRDF proposals generally comply with these policies, there are a number of concerns which demand continuing scrutiny, including the matter of flood risk, shoreline infrastructure, provision of community facilities, detailing of proposals within the Conservation Area, and mechanisms for the provision of affordable housing. The local authority will retain powers in respect of compliance with the associated policies concerning these issues, which will be eventually incorporated as Supplementary Planning Guidance.

