



Seven Bays Project Prosiect Saith Bae

Porthcawl Waterfront / Glannau Porthcawl
Supplementary Planning Guidance
Bridgend County Borough Council
November 2007





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Status of this document

This document, providing guidance for the redevelopment of Porthcawl's Waterfront, was adopted as Supplementary Planning Guidance (SPG) to the Bridgend Unitary Development Plan (UDP) by the Council at its Planning and Development Committee held on the 1st November 2007. As such, this document supersedes the previous SPG which was adopted in 2004.

As SPG, this document does not form part of the UDP itself, and while its proposals are consistent with the relevant UDP policies, it does not possess full statutory status as conveyed by the provisions of the Town and Country Planning Act. However, its status will be that of a 'material consideration' in the determination of planning applications and appeals within the relevant area. The SPG has been prepared in the proper manner, satisfying all of the stipulated tests contained in national planning guidance. It will therefore be afforded 'substantial weight' in future planning decisions of the Local Planning Authority, the National Assembly, and Inquiry Inspectors.





Vision and aspirations....

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.





Executive Summary

Purpose of this planning guidance

This document sets out planning guidance for the redevelopment of The 7 Bays Project - Porthcawl Waterfront area, between the harbour and Cosy Corner in the west and Rhych Point in the east. It builds on and updates the Supplementary Planning Guidance (SPG) for the area that was published in 2004.

The Porthcawl Waterfront development proposal is an exciting opportunity to bring forward appropriate development on a mainly derelict area of land comprising over 100 acres on the coastline of South Wales. The regeneration of the waterfront will create a vibrant new focus that will bring social, economic and environmental benefits for the town itself and the wider area. Bringing this area forward for comprehensive and high quality development will be critical in ensuring the future status of Porthcawl as a premier seaside resort.

This planning guidance outlines proposals for a mixed use development, incorporating the design of essential flood defences that will enable the development of the site to take place and protect more than 400 existing homes from flood risk. The guidance also includes tourism and leisure related opportunities that will enhance the vibrancy and attractiveness of Porthcawl as a seaside destination.

Background

The 2004 SPG included an indicative layout for the form and nature of development envisaged across the waterfront area. This document explains the key changes that have been made to this layout to take account of recent work undertaken by Bridgend County Borough Council (BCBC) in association with consultants Halcrow and CDN Planning.

Vision

This guidance builds on the vision to turn Porthcawl into a premier seaside resort through the comprehensive regeneration of this key waterfront site. It proposes a broad distribution of a variety of land uses across the area, including residential, leisure, retail and community provision. It also includes significant new areas of attractive open space along the seafront and an extension to Griffin Park that would provide a continuous link of open space through the site. Key elements of the waterfront will be the creation of new, high quality promenades between the harbour and Trecco Bay, and the regeneration of the harbour area itself.

The envisaged layout of the area is based on a simple network of linked routes and open spaces that will ensure the site is well integrated with the town centre and adjoining residential areas. The layout also seeks to maximise the benefits afforded by the seafront location, for example by orientating development blocks so that new properties enjoy views across the Bay.

Key character areas

The planning guidance provides details of the type of development envisaged for individual 'character areas' and sets out the general principles that developers will be expected to demonstrate when bringing forward proposals for the site.

The harbour quarter is one of the most important character areas on which guidance is provided. A revitalised harbour, focussed around a permanent body of water and quality surrounding environment, is envisaged. It will provide a setting for a range of new leisure and commercial uses, including a refurbished Jennings Building and a new flagship all weather leisure destination in a building to the north of the harbour. The scheme will provide a focal point for leisure both within the context of the regeneration site and for Porthcawl as a whole.

As referred to in the Vision, the provision of attractive seafront promenades is a key requirement for the

regeneration of the waterfront and are dealt with as a character area within this guidance. They will provide high quality pedestrian and cycle routes along the entire frontage, and accommodate kiosks and seafront attractions. Included within the proposals is an improved and realigned Eastern Promenade linking the harbour to a new gateway and promenade at Sandy Bay.

Other important aspects of the proposals for the waterfront area include:

- the provision of a new commercial core which would provide a new food store and additional retail units on the site of the Hillsboro' car park;
- significant new areas of public open space and, in particular a new green 'lung' running from Griffin Park in the west to a new Foreshore Park in the east; and
- new sea defence works which will protect the new development, as well as many existing homes, from flooding.

Highway network

The planning guidance seeks to ensure that transport infrastructure in and around the waterfront area is developed in a way that will not only accommodate traffic demands, but also ensure a good quality environment for pedestrians, cyclists and public transport. The planning guidance envisages the provision of a primary vehicular route running from the Boulevard de St. Sebastian sur Loire, along the new realigned Eastern Promenade and onwards to Rest Bay and a further primary route running through the central and eastern parts of the redevelopment area.

In addition, a wider network of secondary routes, forming a network of broadly equal traffic calmed streets are envisaged. Small pockets of development will then be served by tertiary routes, largely in the form of 'mews courts.'



Residential densities

Guidance on the anticipated residential densities across the site is also included within this guidance. In total it is envisaged that the waterfront area will accommodate 1350 new residential units with the highest densities being focussed in areas that will benefit from attractive sea views.

Urban design and public realm

The guidance recognises that the success of the waterfront scheme will depend on good quality urban design and architecture. The need for careful detailing and high quality public realm is therefore emphasised. Design guidance relating to the anticipated urban form, including consideration of building heights, focal points, and details on the way in which retail, commercial and leisure uses, as well as open spaces are intended to be distributed across the site, is provided. Guidance on the requirements for paving materials, street furniture and planting is also included.

The next steps

Taking forward the regeneration of Porthcawl's Waterfront will require developers to work with the Local Authority to develop detailed plans and proposals which incorporate the guidelines set out in this document.

An important part of the planning process will be to agree Section 106 contributions. In order to provide transparency for developers and to allow these costs to be incorporated at an early stage this document outlines the requirements for Section 106 contributions.



Introduction

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.

Purpose of this document

The 7 Bays project area (shown in Figure Intro.1) and specifically the Porthcawl Waterfront site (Figure Intro.2), provides a unique and exciting opportunity to create a vibrant new focus that will bring social, economic and environmental benefits for the town itself and the wider area. The combination of local characteristics are unique not only in the context of Welsh seaside towns, but also within the UK itself. These include the scale of the regeneration site (approx 100 acres), its southerly outlook, its expansive views of the Bristol Channel and English coast beyond and its relationship with the existing town. This document has been produced in order to bring about its appropriate development which takes into account this rare opportunity.

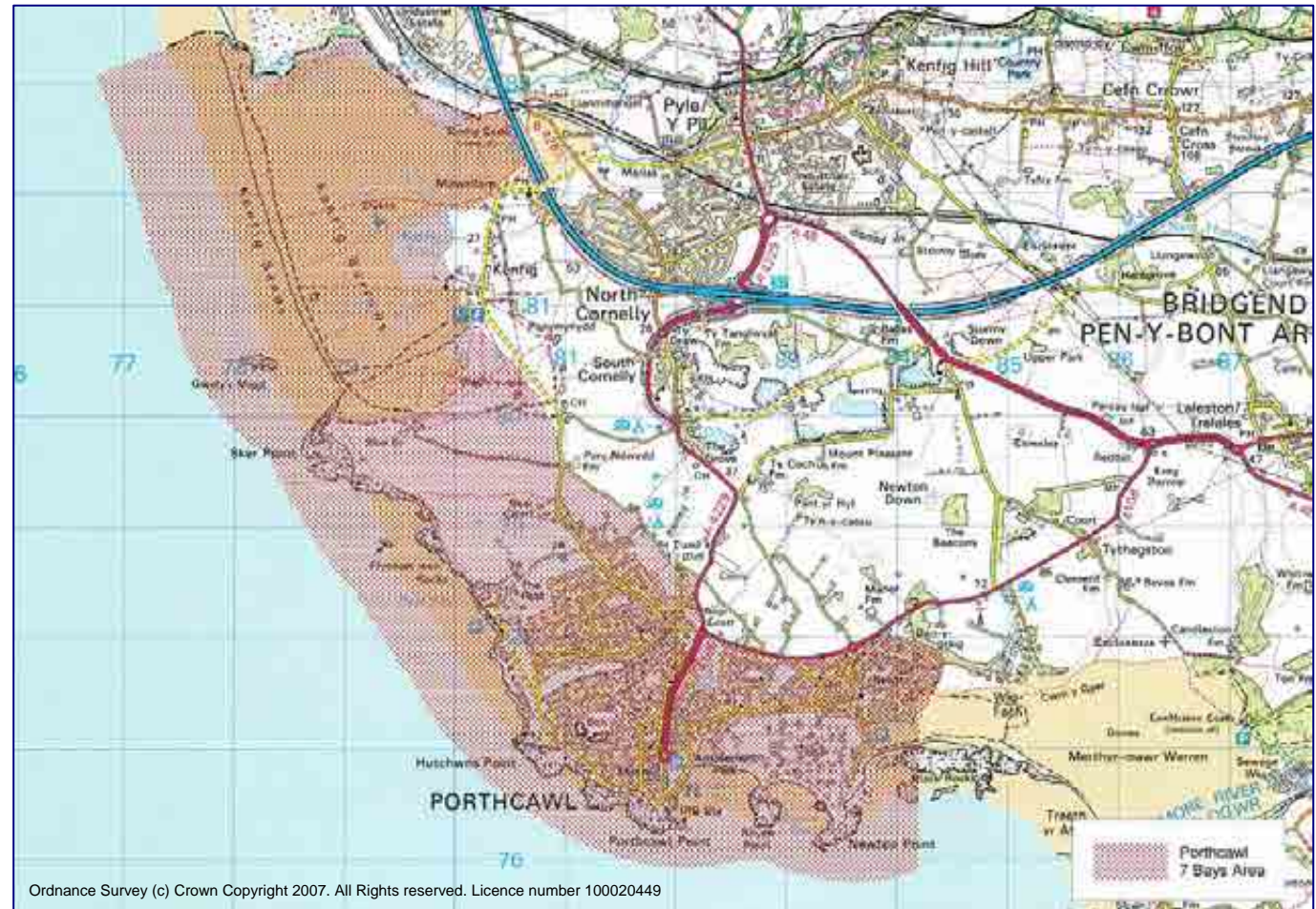


Figure Intro.1 - Porthcawl 7 Bays Project Area



This document sets out guidance to bring forward the redevelopment of the Porthcawl Waterfront area. It will provide a mechanism to generate and appraise development proposals and has a number of roles that include:

- ensuring that development proposals, when submitted, will accord broadly with the overall vision, and provide high quality infrastructure and development;
- creating the basis for a consensus for positive change;
- establishing a framework for provident land assembly and for a programme for development; and
- acting as a promotional tool.

This document provides a flexible, rather than a prescriptive, approach to development in Porthcawl. It sets out principles and a framework for developers to bring forward well-designed proposals. The document provides ideas drawn from good practice from elsewhere which encourage the use of high quality design and materials. In this way, BCBC will be confident to promote Porthcawl as an attractive and exciting place to live, work and visit. In addition, the guidance seeks to encourage the use of renewable sources of energy generation and conservation, in order that Porthcawl becomes a beacon of sustainable development.

Background

Halcrow Group Limited, together with CDN Planning, was commissioned in 2006 by BCBC to prepare planning guidance for the Sandy Bay and former harbour environment of Porthcawl. This area is identified for regeneration in the Unitary Development Plan, and was the subject of Supplementary Planning Guidance (SPG) published in 2004.

Aims of the Planning Guidance

The role and benefits of the Planning Guidance were set out in the 2004 SPG document and remain unchanged. Essentially, these are to:

- realise the potential of Porthcawl's Waterfront, centre and environs, as a focus for residents, visitors, shoppers and workers (Porthcawl represents a major regional tourism asset);
- retain and reinforce the positive attributes of the area and enhance its attractiveness;
- provide a flexible, but guiding, framework for both public and private investment;
- establish planning guidance that will assist in establishing a consensus for change; and
- provide for the safe and easy movement of people and goods to and within the town by foot, cycle and motor vehicles, while minimising the environmental impact of vehicular movements

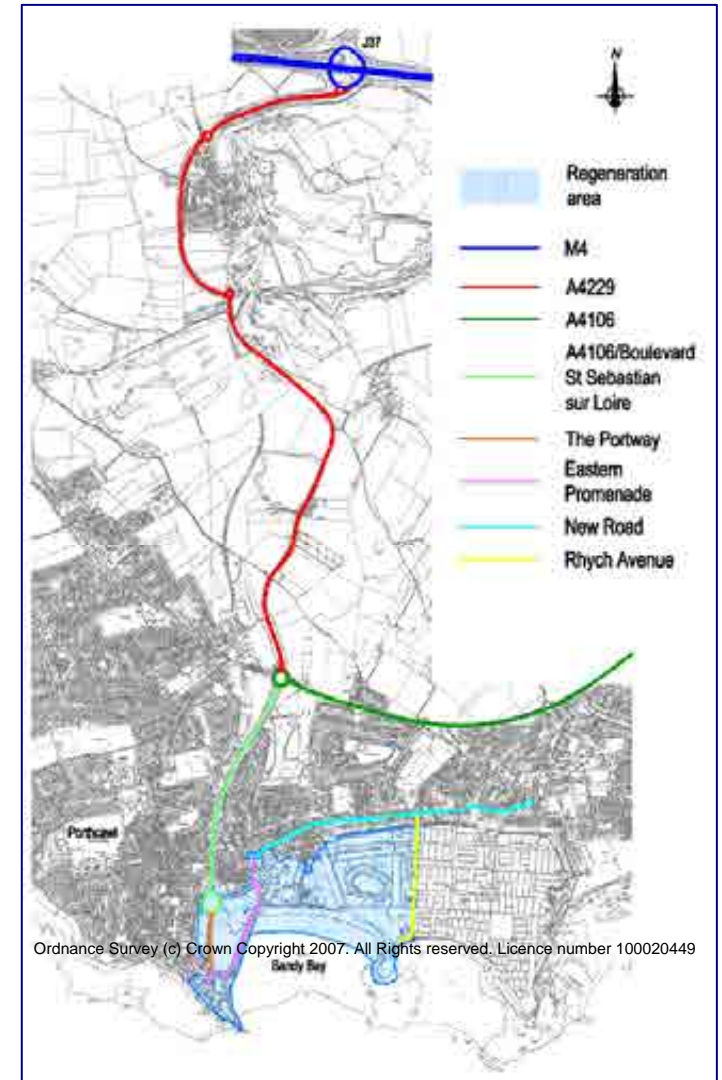


Figure Intro.2 - Location of the Porthcawl Waterfront area within a wider context



Figure Intro. 3 - The Porthcawl Waterfront area



Key Variations to the original Supplementary Planning Guidance

This new document refines and clarifies the 2004 SPG. Figure Intro.4 provides an overview of the way in which reconsideration of a number of issues have fed into the revised planning guidance. The principal changes between this and the 2004 document are as follows:

- Marina - A new marina is no longer proposed within this area. It has been replaced with other leisure options, including the comprehensive refurbishment of the harbour and surrounding environment. The reasons for this decision are based on the following:
 - Neither the SPG proposal nor the 400 berth marina (subsequent option identified) is deliverable due to the capital costs which range from £13 – 26million.
 - Although a 400 berth marina would be financially viable, in purely operational terms, research has shown that the operating surplus would be insufficient to recover the initial capital outlay of £26 million.
 - The SPG proposal is not financially viable in operational terms, nor in ability to recover the capital costs of construction.
 - (The above 3 points are compounded by the fact that there are fewer sources of grant aid to offset the initial capital outlay than expected, and those that are available are very limited in terms of the contribution they could make to a project of this scale)
 - The substantial comprehensive refurbishment of the harbour has a much lower initial capital outlay that means it is not only deliverable but also enables the Authority to complement it with community, leisure and cultural provisions.

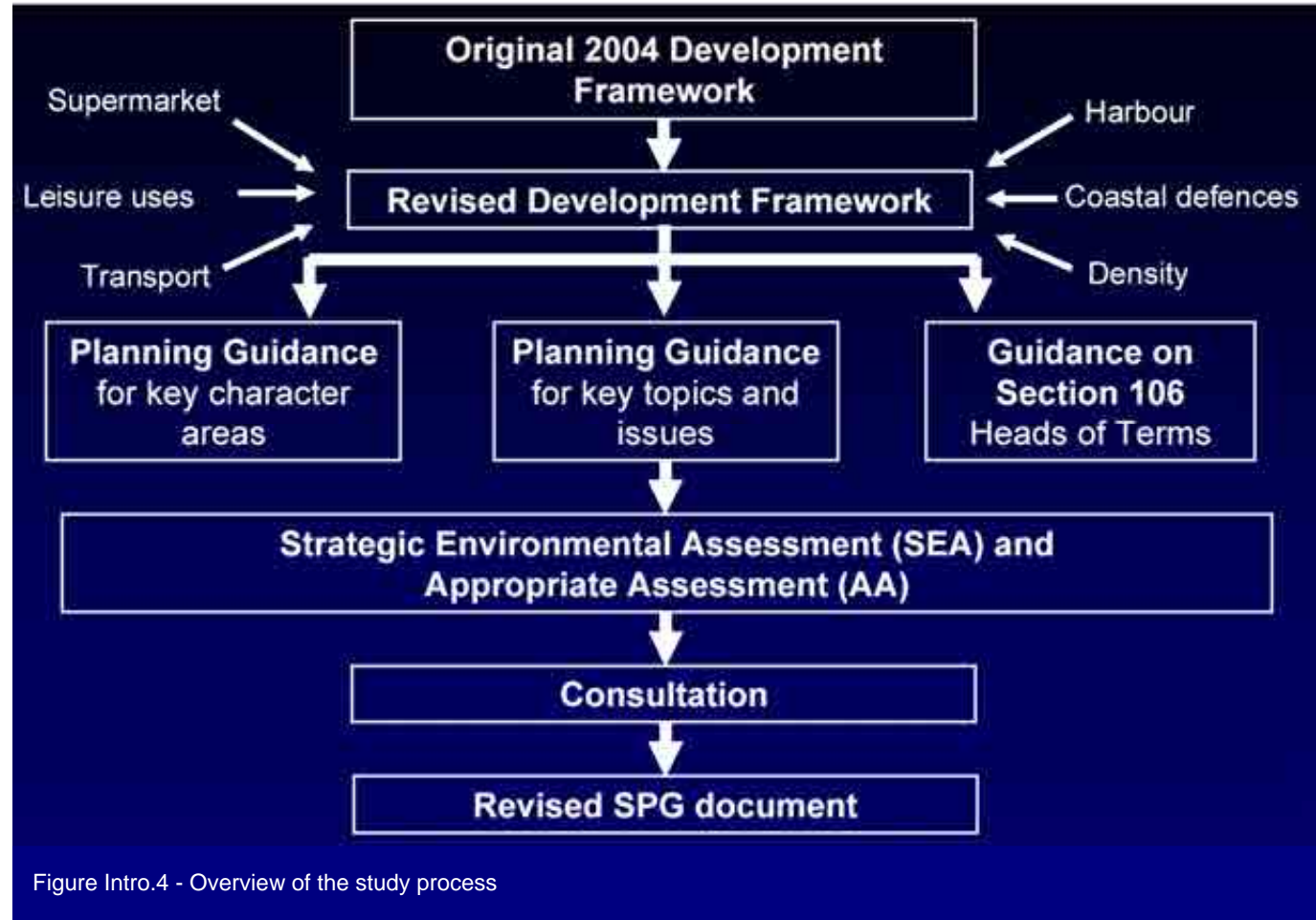


Figure Intro.4 - Overview of the study process



On reviewing other marina developments across the country, it became apparent that they all possessed certain key characteristics that enabled development to take place: basic infrastructure (e.g. dock/inlet) small capital costs (in the region of £5 million); the opportunity for 300+ berths, availability of substantial grant relative to the total capital costs and extended tidal access time that would enable greater usage and higher berthing charges.

- Foodstore - A larger food store, of up to 50,000 sq. ft., is now proposed. The roles of the food store, its connection with John Street, and its setting have also been reconsidered.

The superstore originally envisaged in 2004 was 36,000sq ft based on a retail assessment utilising data from the 1990s. More recent retail impact assessments and work currently underway on the Local Development Plan indicate that this baseline data has changed, with Porthcawl now (and in the future) having the capacity to support larger proposals. In addition, there is an identified need for further comparison goods shopping in Porthcawl, providing further justification for an increase in store size. As a town centre site national policy no longer requires a needs justification for such uses.

Within this Planning Guidance there is also opportunity to provide for smaller retail units to increase the diversity and viability of the town centre and create active retail frontages to Dock Street.

- Residential - This guidance allows for an increase in the overall number of residential units from 1100 (including 300 tourist residential units,) in the 2004 SPG, to 1350. A primary national Government objective, based on the national sustainability agenda, is to optimise housing densities on brownfield sites. In determining this revised figure, account has been taken of open space provision, the impacts on local highway

infrastructure, the environment and local services. This figure will also take into account an affordable housing requirement.

The housing provision will offset the costs associated with the other regeneration requirements of the site. These include the provision of flood defences that incorporate the construction of a promenade, comprehensive open space provision, educational requirements and other key community provisions.

- Climate Change - Greater emphasis has been given to the effects of climate change, including sea level rise and accordingly on the form and nature of flood defence works to be incorporated within the development. This increased emphasis reflects greater knowledge of the effects of climate change and the Council's desire to seek both to mitigate those changes and to reduce future change. This approach has been endorsed by the Environment Agency. A consequence of this is a greater capital cost for flood defences.

Planning Guidance Content

This Planning Guidance contains information in relation to the following:

- Chapter 1 – provides details on the planning policy context relevant to the Porthcawl Waterfront area.
- Chapter 2 - introduces the development concept and character areas. It also discusses the proposals for sea defence works which will protect the new development, as well as many existing homes, from flooding.
- Chapter 3 - provides overarching design guidance relevant to the whole site including
 - Local Vernacular
 - Road Hierarchy
 - Pedestrian and cycle routes
 - Bus routes

- Parking strategy
- Residential density
- Urban form
- Mixed use principles
- Open space
- Street Furniture
- Landscaping and Public Art
- Natural Surveillance
- Refuse storage
- Sustainability

- Chapter 4 - outlines the Section 106 requirements associated with the development.

Appendix A provides more details on the planning policy context.

This report should also be read alongside the following documents, which together combine to provide a single framework for the Porthcawl Waterfront project.

- The SPG for Porthcawl, adopted by the Council on the 2nd December 2004, which is now replaced by this document.
- The Unitary Development Plan and other associated Supplementary Planning Guidance.
- The Transport and Access Strategy which includes: the Parking Strategy; Public Transport Strategy; Walking and Cycling Strategy, the Transport Assessment and Visitor Parking Strategy.

Appendix B provides a summary of the Transport and Access Strategy.

The results of public consultation on a draft of this document are presented separately.





1. Planning policy context

Purpose of this Chapter

This Chapter provides a broad overview of the planning policy context that has influenced the form of this Planning Guidance and within which the more detailed proposals for the redevelopment of the Waterfront area have been developed.

In seeking to revise the 2004 SPG, care has been taken to ensure that the emerging proposals not only accord with the overall framework provided in the Unitary Development Plan, but also with national policy and guidance. These documents are subject to regular revision, and so have been reviewed fully. Consideration has also been given to new supplementary planning guidance issued by the Council which applies across the whole of the County Borough and not simply to Porthcawl.

The following paragraphs provide a summary of the primary planning policies at national and local level against which new development would need to be assessed. It is recommended that reference should be made to the original policy documents in preparing development proposals. Further details are also provided in Appendix A. Developers should also have regard for the emerging Local Development Plan (LDP) for the County as it becomes adopted as planning policy.

National Guidance - Planning Policy Wales (PPW)

PPW was published in March 2002, before the 2004 Act replaced UDPs with Local Development Plans. It sets the context for sustainable land use planning across the country within which UDPs are to be prepared and development control decisions made.

Sections of that guidance of particular relevance to Porthcawl Waterfront are those on:

- sustainable development;
- preference for previously developed land;
- sustainability and good design;
- conserving and improving the coast; and
- housing.

Technical Advice Notes

The Welsh Assembly Government has published a series of topic-led Technical Advice Notes (TANs). When considering regeneration proposals particular heed should be taken of the following TANs:

- TAN 2 - Planning and Affordable Housing
- TAN4 - Retailing
- TAN5 - Nature Conservation & Planning
- TAN8 - Planning for Renewable Energy
- TAN11 - Noise
- TAN 12 - Design
- TAN 14 - Coastal Planning
- TAN15 - Development & Flood Risk
- TAN16 - Sport & Recreation
- TAN 18 - Transport

Bridgend Unitary Development Plan (UDP)

While national planning guidance can provide a general overview of development, it is left to local planning policy to provide additional detail and clarity in relation to specific sites.

The UDP for Bridgend County Borough was adopted on 12th May 2005. It is, according to PPW, intended to provide a firm basis for rational and consistent decisions on planning applications and appeals within the County

Borough. It contains general policies that apply throughout the Borough. In addition, Part 2 of the UDP has a number of policies that are specific to Porthcawl.

Those policies of particular relevance to this site are:

REG3 - Regeneration Sites

Policy H1 - Location of housing development

Policy TM7 - Tourism & Leisure Attractions in Porthcawl

Policy EV15 - Development in the coastal zone;

Policy T18 - Proposed Park and Ride facility serving Porthcawl

Policy SC5 - General provision of education facilities

Policy R1 - Protection of the Retail Hierarchy

Policy R2 - Nature of retail development in commercial centres

Policy R8 - Key Retail Redevelopment Sites

Policy EV33 - Development Affecting Listed Buildings

Policy EV35 - Use and Repair of Historic Buildings

Finally policies EV37, EV38 and EV40 all govern impact of new development on Conservation Areas and are therefore also relevant.

Supplementary Planning Guidance (SPG)

The Council's Supplementary Planning Guidance on Climate Neutral Development, published for consultation in 2007, is also a key document. It has the following objectives in securing sustainable development to:

- ensure that development maximises the opportunities for 'green' communications;
- ensure that the useful life of development is maximised;
- make the best use of scarce resources;



- ensure that development minimises future energy use for heating and cooling; and
- ensure that development can accommodate future climate change.

All new development will be expected to accord with the concepts set out in the draft SPG on Climate Neutral Development. The desire for sustainable development is most apparent in Porthcawl because of its eroding coast and its susceptibility to the effects of sea level rise and storms. The concept proposals within this document have therefore considered the likely exponential sea level rise, at least to 2110.

Conclusion

A comprehensive review of all relevant planning policies is set out in Appendix A. It concludes that the emerging proposals set out in this planning guidance accord not only with statutory and non-statutory planning documents, but also with the Shoreline Management Plan for the area. Indeed, the need to take account of sustainability issues in general, and of climate change and sea level rise in particular has been a significant emerging theme of new policy.

A further policy theme to be closely addressed by developers is conservation. Part of the development area lies within the Porthcawl Conservation Area and a number of significant buildings and structures, especially around the harbour, are listed. Proposals to enhance the harbour area may directly affect these structures and will certainly affect their setting and the character of the conservation area. As a consequence close co-operation with council conservation staff, will be essential in order to accord with policy guidance.



2. Development Concept and Character areas

Purpose of this Chapter

This Chapter provides an overview of the aims and objectives of the planning guidance, presents the revised proposals for the Waterfront area and provides a description of the key components, concepts and principles. It then provides planning guidance for specific 'character areas'.

The development concept for the Waterfront area is described

- firstly by setting out the overall concepts for the area as a whole and by explaining the issues that have influenced the proposed layout and configuration of land uses;
- secondly with reference to the different roles envisaged for the east, western and central parts of the site; and
- finally by setting out detailed guidance on the envisaged role and layout of smaller, more specific areas of the site, referred to as key character areas.

Overall concepts

The key aims of this planning guidance are to secure:

- a distinctive built environment for those living and working in or visiting the area;
- a major contribution to the perception of Porthcawl and its well being; and
- proper integration of the new development areas into the existing town.

The objectives of the planning guidance are to pave the way for a development which:

- Optimises the development and investment potential of the area;
- Re-discovers the town's relationship with its waterfront;
- Is practical and robust yet flexible;
- Enhances the character of the Conservation Area;
- Secures the delivery of an enhanced harbour area;
- Facilitates the long-term coastal defences of Porthcawl;
- Enhances Porthcawl's attractiveness as a tourist destination;
- Creates distinctive entrance and gateway spaces that act as a focus for new development;
- Utilises open spaces to add form and character to the area;
- Creates the opportunity for vibrant and well-used urban spaces associated with distinctive new spaces;
- Provides the opportunity for a range of high-quality residential and tourist accommodation at a range of densities;
- Provides a range of community facilities;
- Secures development which is more sustainable;
- Creates an environment with good public transport, pedestrian and cycle linkages, thereby reducing car dependency;
- Provides the appropriate level of access and parking to facilitate the development;
- Is capable of being implemented in stages, where each phase can be economically serviced and completed; and
- Establishes a planning and development process that will deliver the quality expected.

The principles set out in this planning guidance are expected to guide the redevelopment of the Porthcawl Waterfront area for at least the next 10 years. The proposals for the envisaged layout of the Waterfront area are therefore underpinned by the following key themes.

- It should be flexible and robust enough to adapt over time.
- It should cope with varying market demand.
- It must be capable of individual interpretation. It should not inhibit developer flair in the masterplanning process.

The organisational structure for the regeneration area (illustrated in Figure 2.1) should be based on a simple network of linked routes and open spaces with a concentration of uses and activities at key nodal points. The overall layout should ensure that it is well integrated, both with the town centre to the west and the existing residential areas to the north. In this way the use of sustainable modes of transport will be promoted through the prioritisation of pedestrian, cycle and bus routes.



The layout should also maximise the benefits afforded by the seafront location, for example by orientating development blocks so that new properties enjoy views across the Bay. A key focus of the new development will be an attractive seafront promenade linking a restored and revitalised harbour area in the west to Rhych Point in the east.

The opportunity to create some quality new public spaces which could be utilised for fairs, markets and other events will be taken at key points. This should result in an overall layout which includes areas of formal parkland and green open space, with residential squares and promenades.

A revitalised harbour, focussed around a permanent body of water and quality surrounding environment, will provide a focal point on the redevelopment area's western side. It will be marked by strong public art features and high quality hard landscape measures.

The incorporation of space for leisure activities is an important part of the overall proposals for the Waterfront area. In particular, leisure uses are envisaged for the area around the harbour and along the new Sandy Bay Promenade, between Sandy Bay Gateway and Foreshore Park. This planning guidance does not allocate a site for a Council-run swimming pool or leisure centre. However, the layout is flexible enough to accommodate such land uses, if proposals were put forward by the private sector.

Note that the development layout shown on the figures in this document is illustrative only.

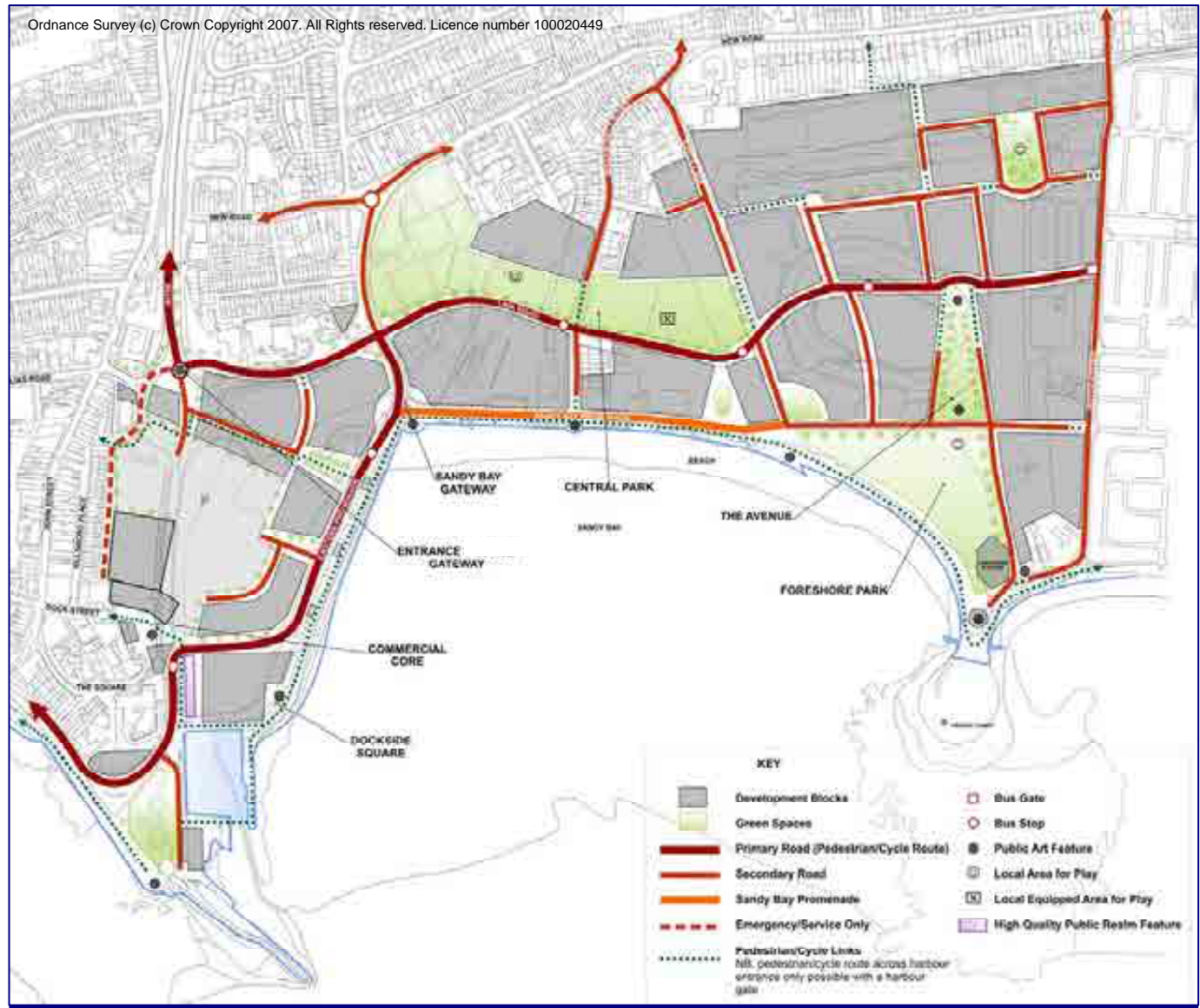


Figure 2.1 - Development framework drawing, showing an indicative layout for the Porthcawl Waterfront area



2.1 Development Concept

This section provides an overview of the different roles envisaged for the east, western and central parts of the site, as illustrated in Figure 2.2.

Development Concept - West

In this area it is envisaged that there would be a number of public squares, the key north-south spinal route through the development, and the main Commercial Core. The area should be carefully knitted into the existing development, with high quality pedestrian routes linking to John Street and Dock Street in particular.

A food store of up to 50,000 square feet and other retail space of around 20,000 square feet is proposed in the central part of the western area. To the south it is envisaged that a revitalised harbour with permanent water, set within a high quality public realm will be a key part of the overall scheme and will act as a catalyst for the regeneration of the wider area. Around the harbour it is envisaged that high quality recreation and leisure facilities will be provided within a new signature building to the north of the harbour as well as a refurbished Jennings Building.

The Entrance Gateway forms the northern-most part of the western section of the site and is the main arrival point from the north. It will be necessary to ensure that this space, which will incorporate a roundabout, remains inviting to pedestrians and cyclists. It should have an urban character to reflect its juxtaposition to the town centre. This area is also an important location for the potential inclusion of public art.

Linkages from John Street, Dock Street and the Esplanade are to be maintained and enhanced to ensure connectivity and integration with the town centre.

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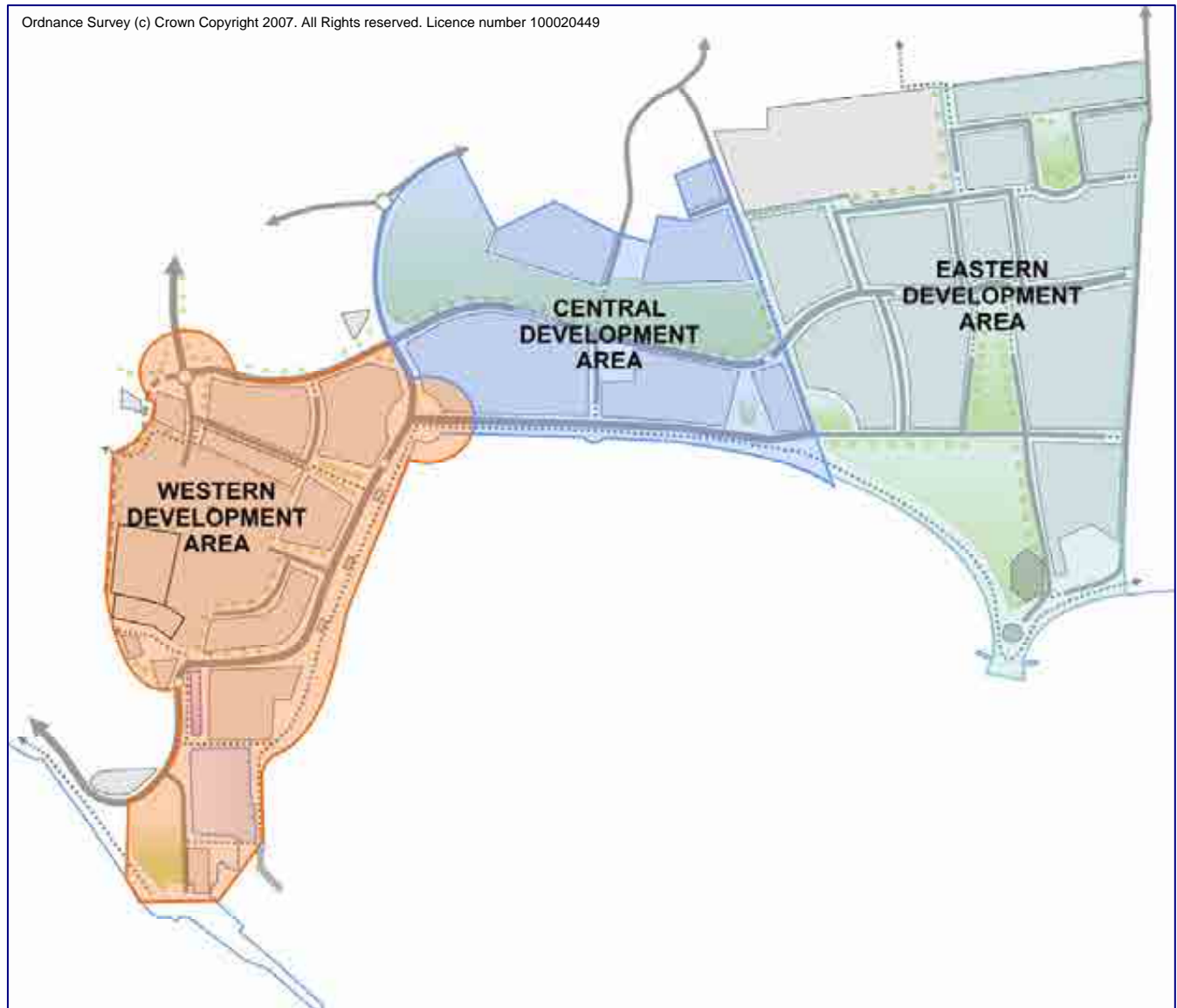


Figure 2.2 - Development concept areas



The Eastern Promenade provides a key link through the site between the harbour and the Sandy Bay Promenade. Higher density development will front the Eastern Promenade, with lower density development to the rear. Cosy Corner and the harbour quays will provide a visitor experience and links to the town esplanade.

Development Concept - Centre

In the central area, retained landscape features, including Griffin Park, will create a new large open 'Central Park' which will combine existing features with new landscaping. Lower density housing should front the park with strong urban design features to create a new visual link along the length of the park.

The primary east-west vehicular link passes through the central area. Development fronting this route and the Central Park will require strong visual and urban design linkages. A strong definition of the public and private realm and block structure should be achieved through appropriate boundary treatments.

The main access road from the Eastern Promenade will also define the urban form along the central area of the scheme, with higher density development fronting the main road and lower density housing envisaged to the rear.

The Sandy Bay Promenade will be a key pedestrian link through the scheme. Between the Sandy Bay Gateway and the start of Foreshore Park the promenade will function as a key pedestrian and cycle route. It will have a bespoke design that would enable it to function as a primary route if necessary. Along the frontage of Foreshore Park a pedestrian and cycle promenade will continue adjacent to the coast.

Generally, high density apartment blocks should be sited along the Sandy Bay Promenade with low density housing to the rear. There is also opportunity for recreational and leisure activities fronting the bay.

Visual links between the urban form and the Bay will create a sense of place and improve legibility.

Development Concept - East

In the eastern section of the Porthcawl Waterfront area, bay views will be enhanced through the design of the built form and the use of open spaces. A new Foreshore Park offers opportunities for high density apartments fronting onto it, whilst lower densities are envisaged to the rear. The Foreshore Park will be the main recreation space along the seafront.

A tapered open space/residential square is envisaged within the eastern residential quarter adjacent to Foreshore Park. This offers an opportunity to capitalise on sea views and create an enclosed formal public space. It is envisaged that higher density housing would front the open space.

Also in the eastern area space has been allocated as part of the scheme for a new school or expansion of existing facilities. Close liaison with the Local Education Authority has taken place to ensure that the school will be able to cater for increased student numbers.

Further details about the specific parts of the western, central and eastern development areas are provided on the following pages.



2.2 Character areas

In this section the broad design concepts for the western, central, eastern and southern parts of the site set out in Section 2.1 are expanded through the provision of detailed guidance relating to smaller, more specific areas of the site.

The Porthcawl Waterfront area and the three broad development concept areas have been divided into a series of character areas. Figure 2.3 illustrates the identified areas. These are:

- Harbour Quarter
- Commercial Core
- The Promenades (Eastern and Sandy Bay) including Coastal Protection
- Entrance Gateway
- Western Residential Quarter and Sandy Bay Gateway
- Residential, Leisure and Commercial Quarter
- Eastern Residential Quarter
- Foreshore Park
- The Beach Environment

The following pages provide detailed guidance on the specific design issues that will need to be addressed in each area.

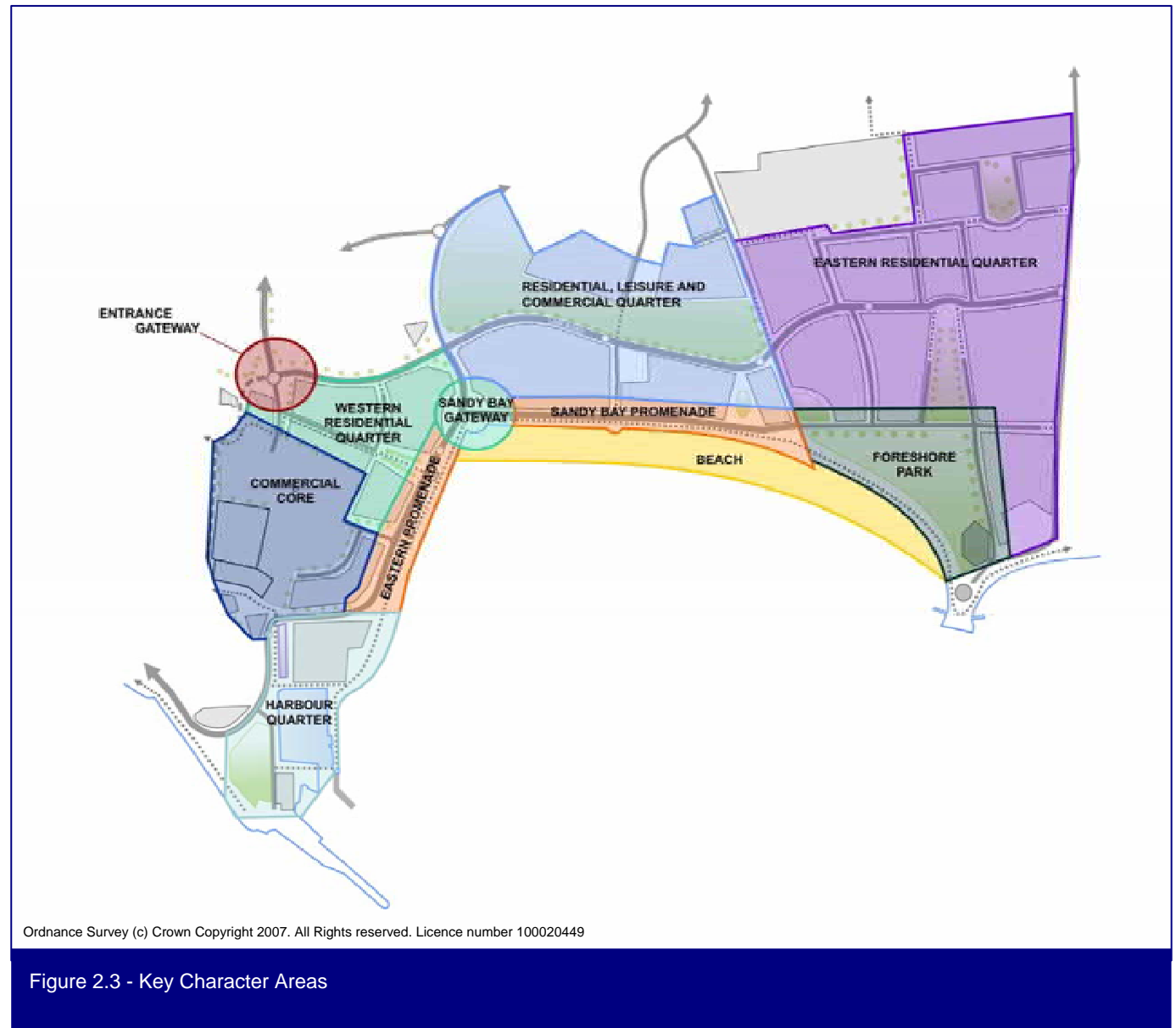


Figure 2.3 - Key Character Areas



2.3 Harbour Quarter



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Location of the Harbour Quarter character area

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 new 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

There is great potential for a revitalised harbour, and the upgrading of its surrounding environment, to make a significant contribution to the proposals for Porthcawl's Waterfront. Its enhancement could revitalise and provide clear focus for this area of the Waterfront, increase levels of activity, and be an important catalyst for the regeneration of the wider area.

The 2004 SPG envisaged that the area to the north of the harbour would be utilised for residential development. However, it is now proposed that the Harbour Quarter as a whole will be devoted to leisure, recreation and tourism uses.

Photomontages 1 to 4 illustrate how an enhanced existing harbour area, with water levels held behind a moveable gate, would provide an attractive central feature. Its value would be considerable, especially when allied to the beneficial re-use of the listed Jennings building, a new layout for Cosy Corner that would be able to accommodate outdoor events and leisure facilities in a new building to the north.



Photomontage 1 - Artist's impression of the harbour quarter, showing a new signature leisure building to the north, a refurbished harbour, an enhanced Cosy Corner, a renovated Jennings Building and extension to the eastern break water.



Photomontage 2 - Artist's impression of the refurbished harbour, new public realm and renovated Jennings Building.



Photomontage 3 - Artist's impression of the harbour gate, refurbished harbour and new public realm.



Photomontage 4 - Artist's impression of Cosy Corner with amphitheatre, new play equipment and renovated Jennings Building.



The revitalised harbour would involve the following elements, as shown in Figure 2.4:

- The provision of a gate to provide a permanent body of water.
- The creation of pontoons to provide additional permanent berths, including visitor berths during busy periods, assuming that there is adequate room for the safe manoeuvring of boats within the harbour.
- Refurbishment of the existing harbour walls.
- Construction of a new eastern breakwater (eastern arm of outer harbour).
- Initial remedial works to the western breakwater.
- High quality improvements to the surrounding spaces and walkways.

Works to the harbour area are likely to involve remediation as it is possible that previous land uses would have caused some contamination. Site investigations and remediation should therefore be undertaken in line with the principles of Planning Policy Wales Chapter 13: Minimising and Managing Environmental Risk and Pollution.

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

The sensitive refurbishment of the Jennings building for commercial leisure and the restoration of the north quay of the harbour (facilitated by the rerouting of the Eastern Promenade) to create a new, signature leisure building providing an all year, all weather, attraction will ensure that an active and vibrant dockside environment can be created. This may include cafes and restaurants which could spill out onto the dockside, creating a vibrant and interesting atmosphere.

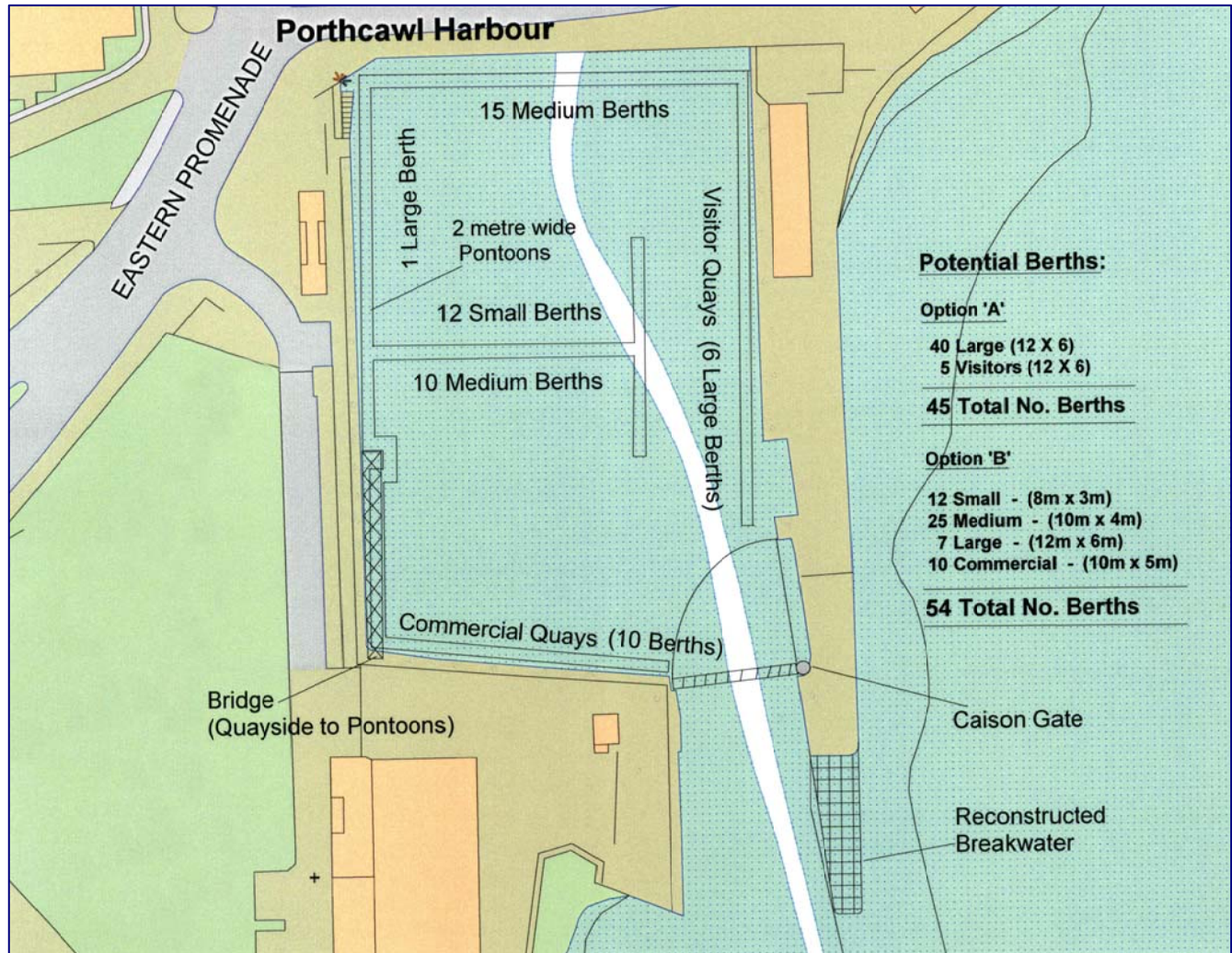


Figure 2.4 - Preferred layout for an enhanced harbour



A remodelled Cosy Corner will provide an exciting new, attractive area of public open space which will complement the enhanced public realm of the immediate harbour environment. It is envisaged that this new space will provide opportunities for year round events and could potentially incorporate a new amphitheatre.

The harbour will be more accessible to pedestrians and cyclists, with better connections to the town centre, the western part of the town, and to the new development to the east. The public realm around the harbour should be broad, to accommodate external restaurant seating and a walkway along the harbourside. Quality hard landscaping will be required and should be complemented by attractive lighting, seating, signage and public art. Together, it is envisaged that these improvements will create a focus for residents and visitors. It is anticipated that the Eastern Promenade and harbour walkway will be well used by “promenading” residents and visitors drawn to the area.

Aims and Objectives

The design of the harbour should aim to:

- create a space which is distinctive and will create attractive, memorable and distinctive area for the town;
- turn the harbour area and the listed buildings into a more usable space;
- provide mixed use commercial/leisure development within both the Jennings building and a new signature leisure building to the north of harbour;
- use attractive and hard landscaping to emphasise the importance of the area;
- remodel Cosy Corner to create an enhanced public realm which capitalises on its location and the rejuvenation of the Jennings building; and
- significantly improve the existing public realm environment by way of seating materials and lighting.

Key Elements

Public Realm Enhancements

The Harbour Quarter will be a largely pedestrian area for locals, residents and visitors. The new leisure building to the north will provide a visitor destination and act as a ‘stop’ to the view down the Eastern Promenade and, as such, it is important that a distinctive, high quality building is achieved. The landscape measures will create spaces which are accessible and attractive for all to use. Alongside the new leisure building, as part of the quality landscaping, it is envisaged that a strong public realm feature, potentially a water feature, should be included. The use of the Harbour is also an essential part of this area and will provide a focus for the activities around the edges.

Work to improve the visual appearance and functionality/usage of Cosy Corner should be a key part of any proposals for this area. Cosy Corner is an important small area of open space with good protection from the wind and a close relationship with the docks and seafront. At present, it is an underused open space. However, it is ideally placed to function both as a space connecting the existing sea front with the new Harbour Quarter and then onto the Eastern Promenade and as an integral element of the leisure attraction of the harbour area.

Its design should be in line with the following guidelines:

- The area should be redesigned to a high quality and provide a modern and revitalised open space on the waterfront.
- Improvements should include new seating and litter bins, new lighting and the removal of damaged features and those that are difficult to maintain.
- Opportunities to create an amphitheatre, built into the existing topography of the site, should be investigated.

- Planting should continue to focus on seasonal bedding plants with the beds extended to create dramatic colour displays.
- Services (for example electricity connections) should be provided, to facilitate the use of the space for organised events.

Public Realm Enhancements – Public Lighting

An attractive specially designed lighting scheme will enhance the users experience in Cosy Corner and around the harbour. It should encourage the use of the area at evening periods and also enhance and promote pedestrian safety. Various forms of lighting should be considered for this space. However, it is important that lighting proposals do not conflict with lighting along the promenade - so as to give the feeling of a separate area.

Lighting could be integrated into the design of benches and low walls to create areas of interest and to give the effect of floating seats. The use of lighting to highlight the rejuvenated Jennings building is likely to be highly beneficial. The use of energy efficient lighting and that which avoids unnecessary light pollution is recommended. In addition, the use of lighting columns which will also support banners, will also be encouraged.

Public Realm Enhancements – Materials

Pedestrian routes within this area should continue the palette of materials used on the Promenade so as to continue the pedestrian route past the leisure building and to the mixed use Jennings building. Cosy Corner will need to be improved to enhance the visitor experience, through better landscaping and other facilities.

Public Realm Enhancements – Signage and Information

With the inclusion of a leisure facility at this location it is imperative that a clear integrated signage scheme is introduced. These signs should not impinge on the quality of the public realm or create clutter and confusion. At the harbour, signage will be important in directing



pedestrians from the existing promenade and the town centre to the new waterfront area and all its facilities.

Physical Enhancements – Built Development

There are two buildings within this area which are of significant importance to the development as a whole. The old Jennings building is to be rejuvenated and utilised as a commercial leisure opportunity. These uses are intended to make the most of their location next to the harbour and Cosy Corner. It is important that the Jennings Building is opened up and active frontages created that will cause the uses to spill out onto the open space on both sides.

The new leisure building, north of the harbour, is intended to act as major “attractor” and will need to be designed to the highest standard. Investigations are continuing regarding the most sustainable and feasible leisure operation on this site. It is not intended that this building would become a Council run leisure centre or swimming pool, although these uses could be considered if high quality proposals were brought forward by the private sector. Instead, the building is intended to provide an alternative form of commercial, year round, wet-weather attraction.

The new leisure building should be of a striking, quality design rather than any attempt through a pastiche approach to recreate the historic character of the harbour. It should have 360 degree visibility and act as a focal point within the wider waterfront regeneration area. All frontages of this building will face onto important routes through the scheme. As such, active frontages are imperative in creating attractive spaces - all four frontages should be active, offering opportunity for cafes and restaurants. The building is envisaged to be a maximum of 3 storeys equivalent in height. Its design and massing should aim to achieve some kind of enclosure to the space around the harbour.



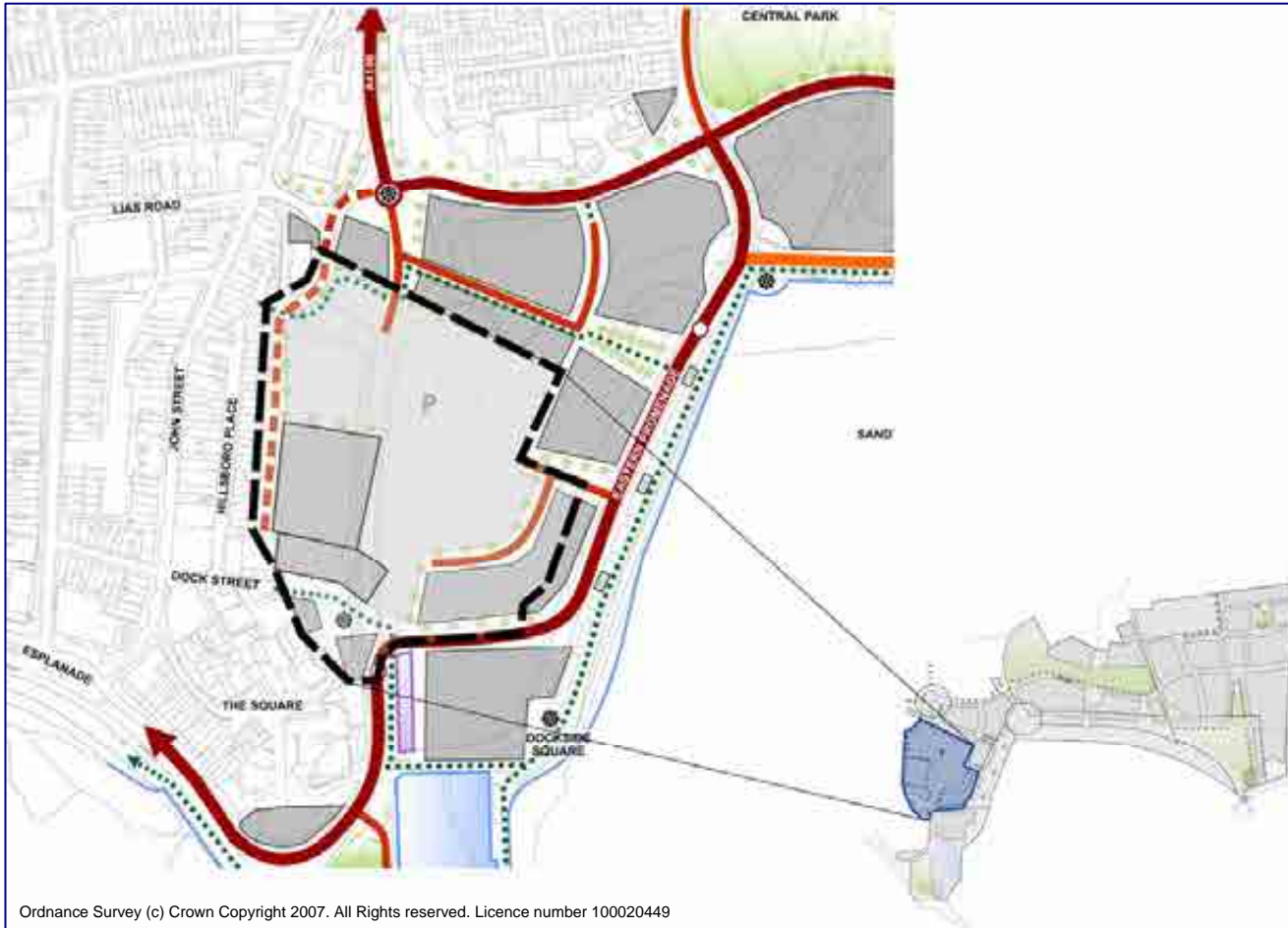
Example of the type of amphitheatre arrangement that could be considered for part of Cosy Corner



Bristol City Centre - Example of the type of public realm feature that could be incorporated to the north of the harbour



2.4 Commercial Core



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Location of the Commercial Core character area

Vision:

This area will be the focus for new commercial, particularly retail, activities. 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.

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.

Overview

This area will be an integrated extension to the town centre. The main element of the Commercial Core is the proposed new food store (of up to 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 is considered 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. The introduction of this guidance provides an overview of the rationale for the inclusion of a store of up to 50,000 sq. ft. and explains the reason why a store of this size is now envisaged.

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 for the Commercial Core is envisaged to be located immediately to the north and east of the food store and residential terraces of Hillsboro Place.

The total quantum of parking to be provided in this location is expected to be 690 spaces. These will:

- 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 that will capitalise on the more sheltered environment afforded by the perimeter block arrangements in this area. There will also be clear, attractive pedestrian connections to John Street and Dock Street.

The food store should be of 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.

Aims and Objectives

The design of the Commercial Core should aim to:

- create vibrant and positive retail frontages to Dock Street and on the eastern and partial northern elevations of the main store;
- provide principal entrance points to the store from the eastern edge and also ensure that opportunities to provide internal and external A3 uses (associated with the store) are taken;
- provide independent retail units, adjacent to the food store, of appropriate scale, providing a lively

frontage onto Dock Street. This should be mirrored by retail and commercial buildings on the opposite side of Dock Street, thus helping to create a well defined and attractive square;

- deliver a food store building which has a signature role. The standard of design is expected to be of the highest quality with a bespoke response to this unique location (examples of bespoke designs from elsewhere include food stores in Portishead and Nailsea);
- ensure that the layout of the car park and the edges of the site are well landscaped;
- provide circulation routes within the car park for pedestrians and vehicles. These should be constructed with appropriate paving with imprint tarmac on the parking bays;
- provide a new town square to the south of the store which should be of a quality design which is closely linked to and well integrated with both the town centre and the harbour quarter, which lie in a conservation area; and shall be surfaced with natural stone;
- provide key pedestrian routes to the town which are direct, legible, appropriately lit and safe;
- provide disabled parking and cycle parking close to retail outlet entrances;
- deliver high quality residential development to the east of the proposed food store; and
- minimise any impacts on the amenity of residents of Hillsboro Place.

Key Elements

Public Realm Enhancements

The area will become a new "hub" for the town and the public spaces. In particular, the zone on the eastern side of the food store and the southern square are key elements in the perception and ultimate quality of this new place. The highest design expertise and use of

quality materials, including natural stone in key locations (in particular within the square), will be expected.

The location of the space at the turning point in the access route network places an enhanced responsibility on the design team to deliver a quality space in terms of the overall conceptual design, street furniture and the choice of materials.

The interrelationship of the public realm areas throughout the Commercial Core with existing and new buildings will be an important component in the overall perception of the enclosure of the space and the impact in terms of safety, comfort and attractiveness. The opportunity to make positive community and public use of the new town square (including possible markets) should be facilitated by the provision of power points in appropriate locations. The key task is to improve the visual quality of the approach to the town centre from this direction and ensure that store footfall is encouraged to the town centre.

Dock Street is an important pedestrian gateway from the town to the new Commercial Core. Therefore, it is considered essential that it is designed in an integrated way with the Commercial Core so that the spaces are viewed as being seamless. It is important that the pedestrian link from Dock Street to the new food store is of a high standard. However, this is a continuation of an existing street and therefore is not as significant a focal point as the new square.

The public realm should tie in with current local initiatives in terms of furniture, materials and landscaping so that a coherent appearance is given to the town and this part of the scheme. It will be important to ensure that appropriately skilled landscape architects work with the building architects to create a public realm that complements each other.

The Commercial Core is a key junction between the town centre, harbour, and Eastern Promenade and directional signage to these areas will therefore be necessary.



However, signage should be designed in such a way to achieve a clutter free and clear environment. Road access to the car parking and service areas will be from the north and the layout of such spaces/functions should be carefully considered to minimise disturbance to existing residents and businesses. The car park will include landscape features and pedestrian links designed to soften the visual impact of this large open space.

Public Realm Enhancements – Materials

The materials used in the public realm should be chosen to complement with other finishes, not only within the regeneration area but also within the existing town centre. These should be of high standard and complement the quality of the Commercial Core. It is strongly recommended that the southern public square be surfaced in natural stone, preferably sourced locally.

Public Realm Enhancements – Public Art

The quantum of commercial development anticipated should also contribute to a major public arts initiative for the space and the buildings.

It is envisaged that the incorporation of public art should adhere to the general principle of the development as a whole: creating a more memorable and distinctive environment, improving the residents' and visitors' experience, and capitalising on the natural features of the surrounding landscape, e.g. wind, light, time, movement and tide. Public art should contribute to achieving strong visual and physical links between the foreshore, commercial core and the town centre, and consider the importance of local history in interpretation.

Physical Enhancements – Built Development

As an important new public space associated with other community/retail activities, the new buildings within the Commercial Core will need to contribute positively to the development of place.

The retail foodstore and retail units should be a maximum of 3 storeys equivalent in height

(acknowledging the higher floor to ceiling heights in commercial developments) and should effectively define and enclose the spaces. Given the nature of the uses on this site and the major new leisure use anticipated at the northern edge of the Harbour, a contemporary, vibrant and dynamic architectural approach should be taken.

The contemporary buildings should have well designed roofline silhouettes and include mixed use with retail and commercial uses on ground floor with business/office uses on upper floors. Materials should be robust and appropriate for such an exposed location.

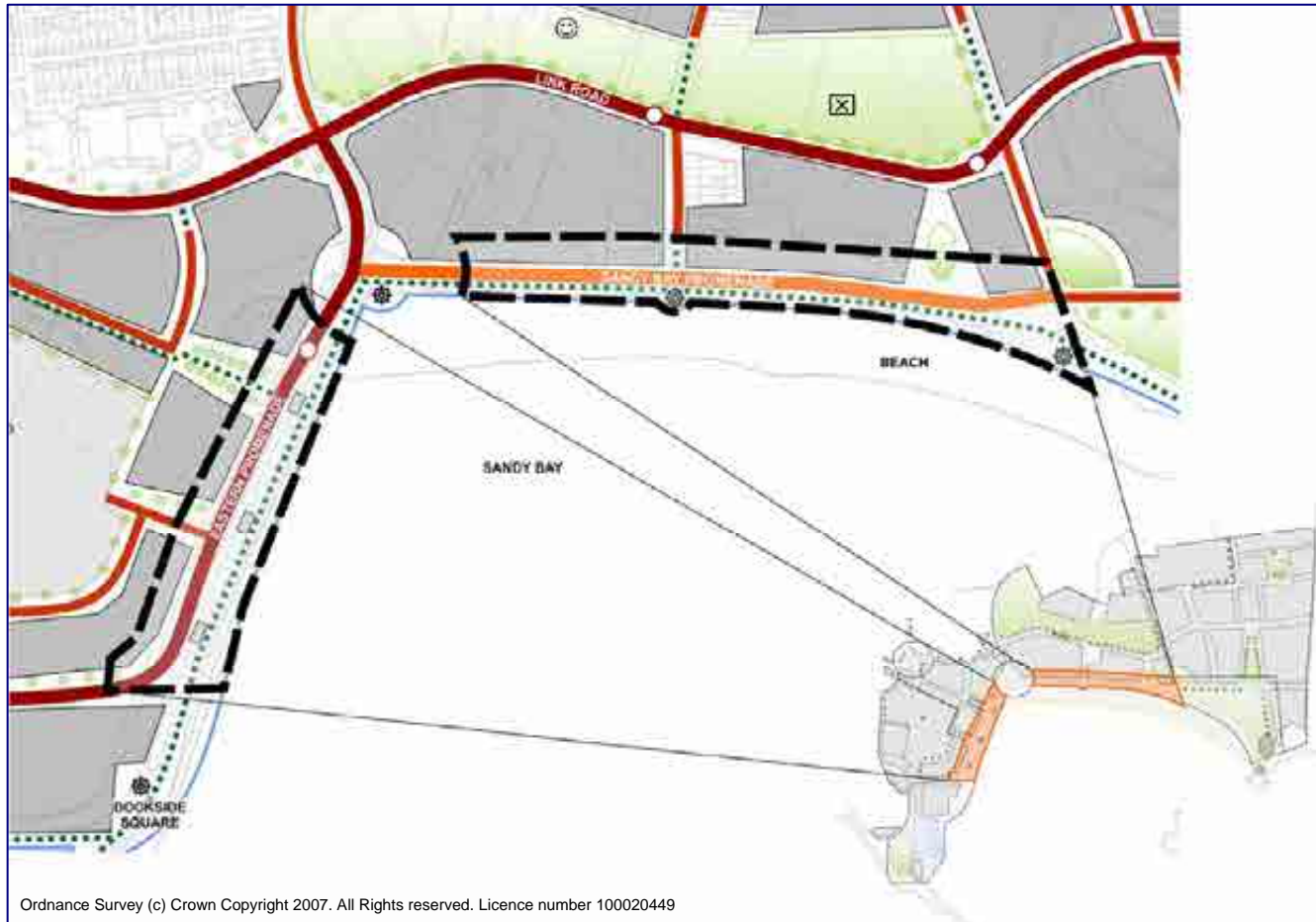
Active ground floor uses with display and entrance openings should be provided to the key frontages of the building blocks in this area. The southerly aspect of many of the commercial core's principal buildings should be capitalised for passive solar gain and have solar thermal/PV cells incorporated in facades or roof mounted. The use of natural lighting as part of a whole building energy strategy should be mirrored in the overall architectural solution.



The food store and the space around it should be of a high quality design. Example - Portishead



2.5 The Promenades (Eastern and Sandy Bay) including Coastal Protection



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Location of The Promenades character area

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.

The Eastern Promenade will be revitalised to become a key interface between the existing town centre, the new retail and residential development and the sea front.

A new Sandy Bay Promenade will greatly enhance people's experience of Porthcawl by creating a showpiece route running around the bay linking the Eastern Promenade to Foreshore Park and Rhych Point beyond.

Together the two promenades will provide a distinctive public space. They will include kiosks and promenade attractions and provide a setting for vibrant ground floor commercial uses to be incorporated within surrounding buildings. Importantly the promenades will also create a high quality, consistent route for pedestrians and cyclists.

Overview

The Eastern Promenade area, which abuts the western shore of Sandy Bay and the Sandy Bay Gateway provides a unique opportunity to create an attractive linear space and a signature interface between the town, the foreshore and the sea beyond. Similarly, the new Sandy Bay Promenade, linking through to the east, will provide an opportunity for the town to address the sea more appropriately.

The vision for both routes aims to capitalise on opportunities and addresses the areas' shortcomings. The overall aim is to deliver better integration between the town and the Bay with attractive links back to the town centre and to the east.



The underexploited opportunities in this area provide a chance to create a signature town/foreshore interface for the benefit of residents and visitors, thereby materially improving the perception of the area. The comprehensive enhancement of both sea front routes with new buildings, facilities and better landscaping provides an exciting opportunity to create an area that will not only enhance the frontage but also act, with others, to set a quality benchmark which will also need to be achieved elsewhere.

Climate change and sea level rise necessitate the improvement of existing coastal defences as an unavoidable precondition for development of a high value regeneration scheme. The promenades play an important role in the flood defence and their design is therefore linked to an overall approach to flood risk for the area which has been taken in accordance with TAN 15: Development and Flood Risk, published by the Welsh Assembly Government in July 2004, and updated in 2006.

Aims and Objectives

The design of both the Eastern Promenade and the Sandy Bay Promenade should aim to:

- create a high quality distinctive seafront which will realise its full potential for the benefit of residents and visitors and therefore provide a significant boost to community pride and act as a catalyst for further private sector investment along the seafront;
- create a key pedestrian and cycle route (minimum width 11.5m) extending uninterrupted, from Foreshore Park to the harbour, accommodating kiosks and small scale promenade attractions at appropriate locations, and also making provision for the land train;
- manage and control patterns of movement to facilitate improved access and safety for pedestrians, cyclists and vehicles;

- create enhanced physical and visual links between public spaces, leisure and recreational facilities;
- provide an attractive setting for high quality development which delivers a mix of uses;
- ensure a design which is attractive, simple, contemporary in style and capable of withstanding the harsh coastal conditions. The design should also seek to minimise the amount of street furniture and other equipment;
- ensure that adjacent buildings are of a high quality, with careful detailing and make use of traditional materials such as limestone; and
- ensure that the design of the Eastern Promenade and Sandy Bay roadways provide sufficient protection against flooding. This will mean that the Eastern Promenade roadway will need to be raised to 8m Ordnance Data Newlyn (ODN) with a crest wall provided at 9m ODN. On the Sandy Bay Promenade, the roadway will need to be at 10m ODN with a crest wall at 11m ODN.



Along the seafront taller buildings will create a strong frontage and make the most of attractive sea views.



Figure 2.5 provides an illustrative layout of the Eastern Promenade. Importantly, the layout of this space should recognise:

- its function as a primary vehicular route and a key bus route;
- the need to incorporate provision for cyclists within the wide promenade area which should be a minimum of 11.5 metres wide
- the need to incorporate opportunities for kiosks and incidental attractions (which may, depending on design, require additional width);
- the need to ensure a clear separation of traffic and parked cars; and
- the importance of providing pedestrian/cycle crossing points to provide easy linkage to the town to the west.

Some visitor parking could be introduced as part of the enhancement of the Eastern Promenade. It will need to be carefully controlled and integrated into the overall public realm enhancements. Disabled parking, provided in locations that will facilitate views of the Bay for occupiers, should also be included. The preferred arrangement for parking, as shown in Figure 2.5, is parallel to the kerb.

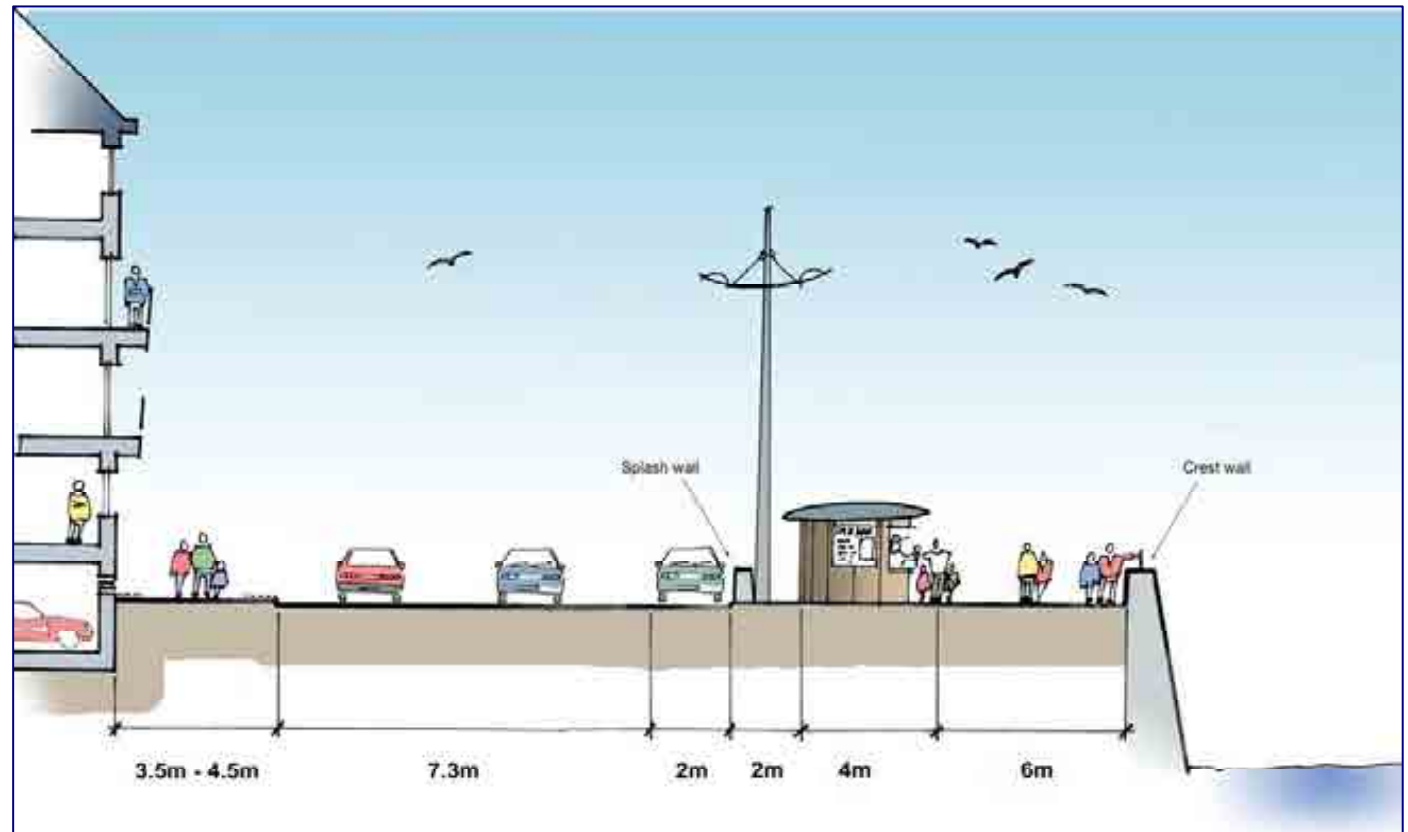


Figure 2.5 - Cross section showing indicative layout of the Eastern Promenade, including a wide pedestrian route on both sides of the road, and on street parking



Figures 2.6 and 2.7 provide illustrative layouts for the Sandy Bay Promenade. The design and layout of this route will need to recognise that:

- between the Sandy Bay Gateway and the start of Foreshore Park the promenade will function as a key pedestrian and cycle route. It will have a bespoke design that would enable it to function as a primary route in emergencies and on an infrequent basis when diversionary measures are required. Photomontage 5 provides an artist's impression of how this stretch of the Promenade could look;
- along the frontage of Foreshore Park, a pedestrian and cycle promenade will continue adjacent to the coast as illustrated in Photomontage 6; and
- there is a need to provide opportunities for kiosks, incidental attractions and potentially beach huts (which may, depending on design, require additional width).

The architecture on this key frontage area onto Sandy Bay Promenade is envisaged to be a maximum of 4 to 5 storeys high, and present a sturdy stucco generally terraced character with a rich elevational pattern formed by bay windows and gables. A private (useable) open space to the key frontages should be provided to the residential units to differentiate and provide some increased privacy.

Note that the photomontages are provided for illustrative purposes only. Details of the layout of the promenade and the position of items such as kiosks and beach huts would need to be discussed and agreed with the Council as detailed proposals are developed.

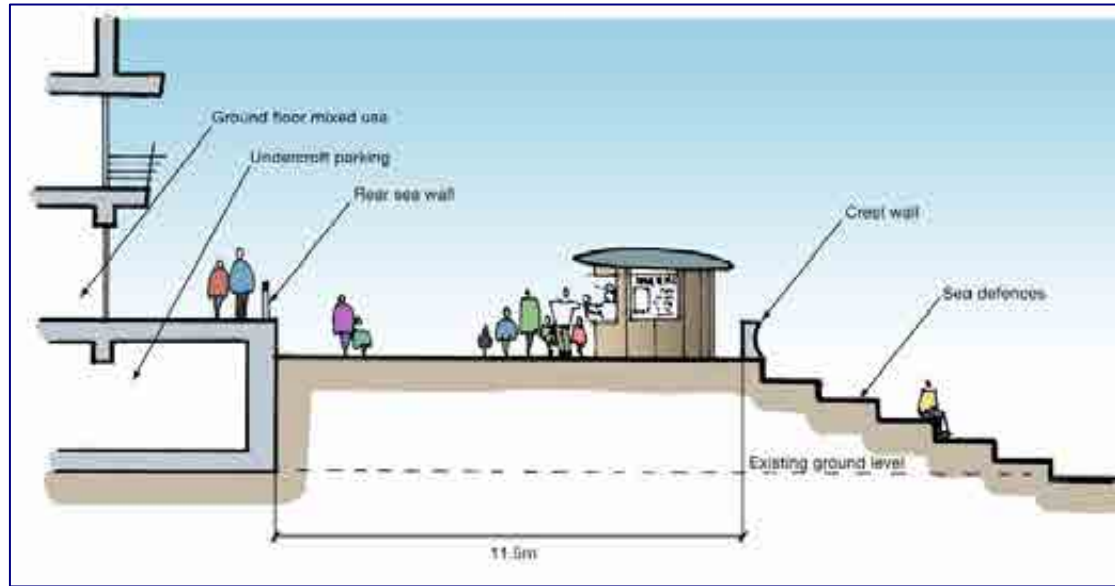


Figure 2.6- Cross section showing an indicative layout for the western section of Sandy Bay Promenade between Sandy Bay Gateway and the start of Foreshore Park

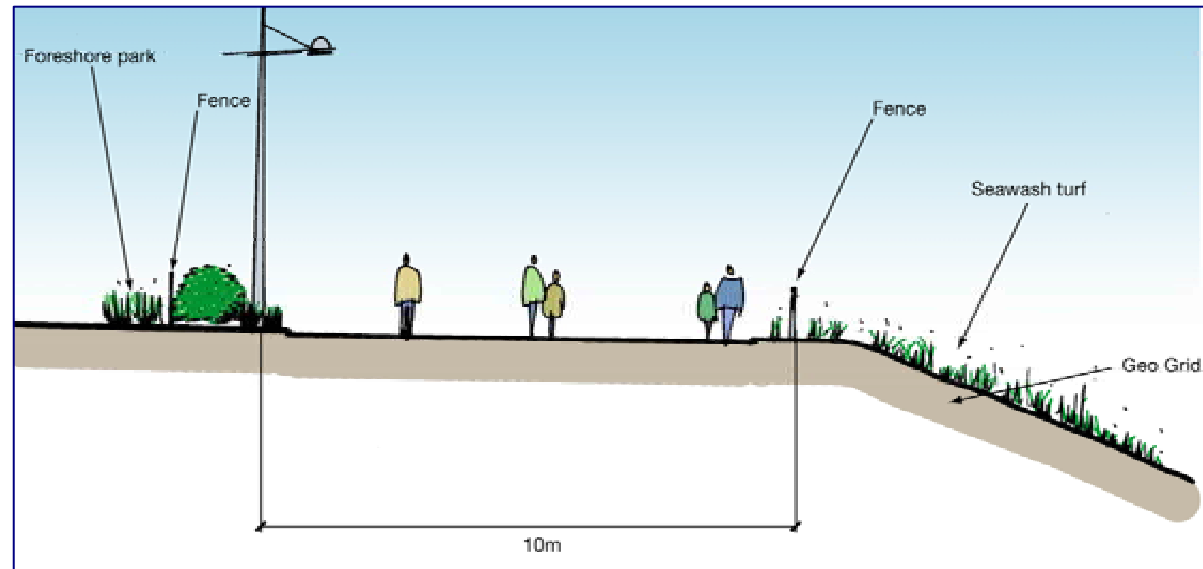


Figure 2.7- Cross section showing an indicative layout for the eastern section of Sandy Bay Promenade along the frontage of Foreshore Park



Photomontage 5 - Artist's impression of the new Sandy Bay Promenade, looking west across Sandy Bay.



Photomontage 6 - Artist's impression of the promenade and sea defences in front of Foreshore Park, showing the transition between the stepped revetment and rock revetment.



Proposed Coastal Defences

All those areas shaded light and dark blue in Figure 2.8 are at risk from flooding. Protecting these areas from future risk is therefore an important objective.

Both promenades will play a critical role in terms of protecting existing and proposed development from flooding. The proposed coastal defence solution for the protection of the Porthcawl Waterfront area is illustrated in Figure 2.9. These works will protect not only the proposed new development but will also shield substantial numbers of existing properties to the north of the waterfront.

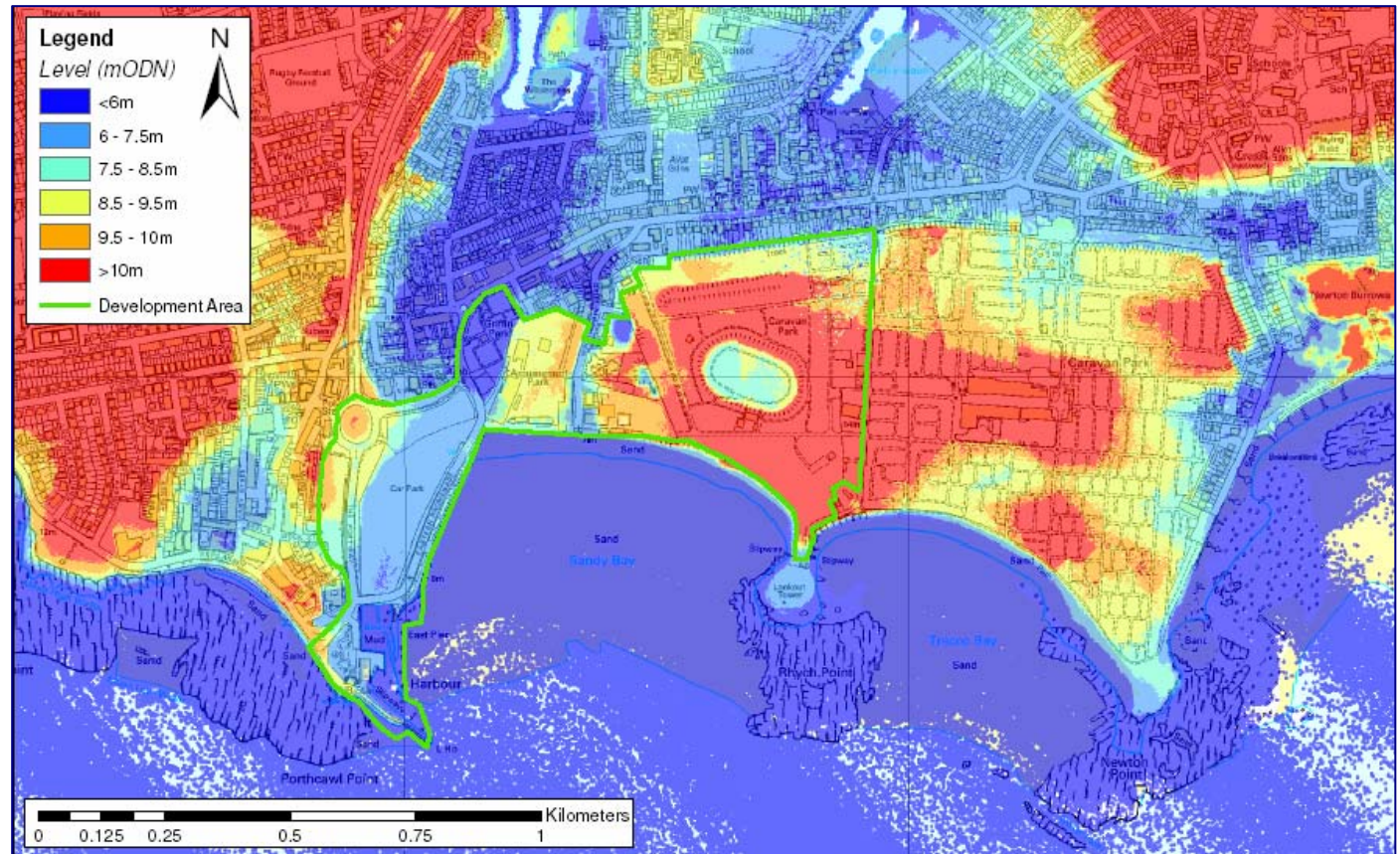


Figure 2.8 - Existing topography of the site, indicating areas (shown in light and dark blue) which are currently at risk from flooding



The proposed coastal defence works include the following key elements:

- A stepped revetment (to provide improved access to and from the beach), crest wall and set-back with an 11.5m wide promenade along the western half of the upper beach. The level of the revetment and walls will be sufficient to reduce the risk of flooding to the development inshore of the promenade to within acceptable criteria, although the promenade will be flooded during extreme return period storm events.
- A rock revetment is proposed along the eastern half of the beach to provide a more natural defence. The revetment is intended to be buried by beach recharge during the majority of the year, but will reduce erosion of the relict dunes during storm events. Regular beach recycling and recharge will be essential.
- Continuation of the rock revetment along the western and eastern sides of the root of Rhych Point to reduce further erosion. In this area it is possible that beach huts could be accommodated.
- Maintenance of the western breakwater.
- Refurbishment and raising of the Eastern Promenade seawall.
- Provision of a set back wall/splash wall along the Eastern Promenade.
- Raising of the road to the east and south of the former Salt Lake car park.

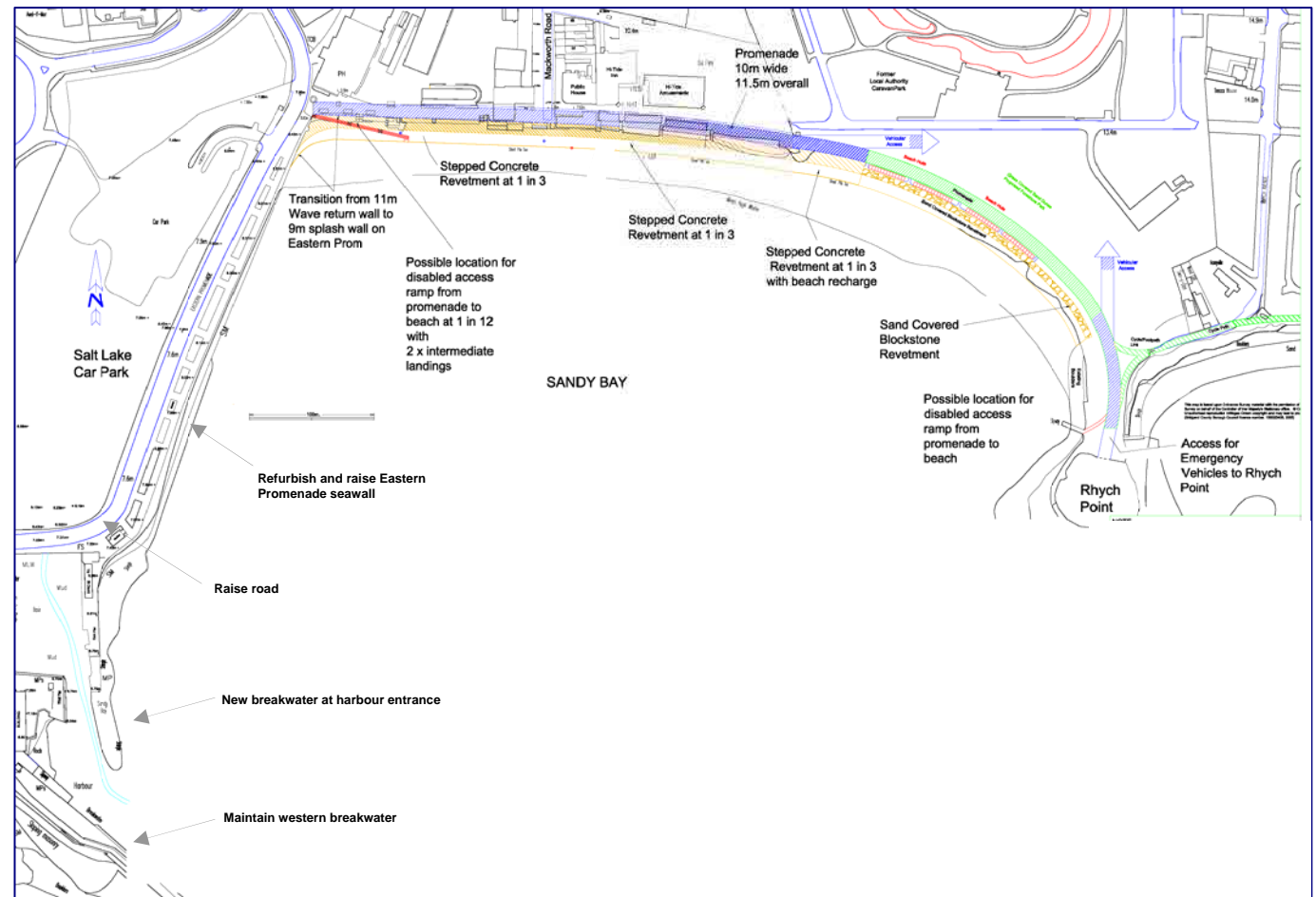


Figure 2.9 - Overview of proposed coast defence works



Figures 2.10 to 2.12 opposite illustrate the anticipated cross-sections of the key elements of the sea defences. The revetment will include the provision of Disability Discrimination Act (DDA) compliant back access.

The planning guidance, and the design guidance for key character areas in particular, takes account of these requirements and aims to integrate the sea defences into the overall layout and design of the regeneration area in a positive way.

Developers will be expected to provide the flood and coastal defences illustrated in this Design Guide. The defences will afford protection to the Waterfront development site and the existing community to the north, along New Road. Although Welsh Assembly Government grant assistance is not available for the new build areas there are opportunities to seek support for the flood protection measures.

It is essential that close liaison with the Environment Agency is maintained throughout the development of proposals for the area. All development proposals should accord with the assessment of flood consequences, as set out in Appendix A of TAN 15.



Existing sea defences



Example of what the new stepped revetment could look like, taken from Blackpool

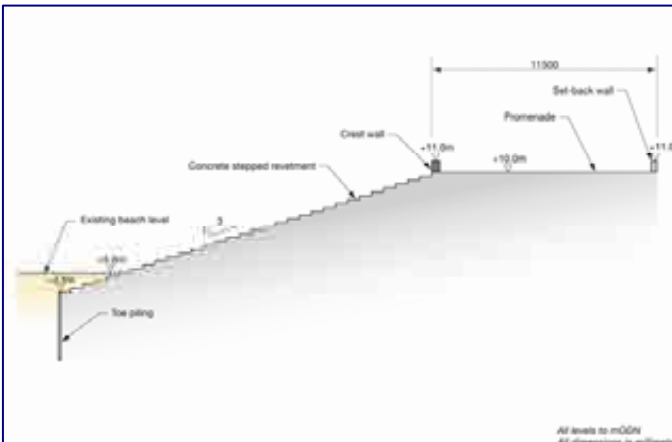


Figure 2.10 - Sandy Bay cross section 1 - stepped concrete revetment and promenade

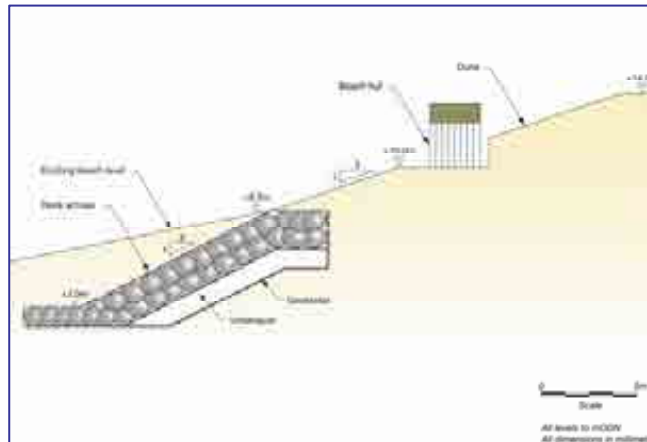
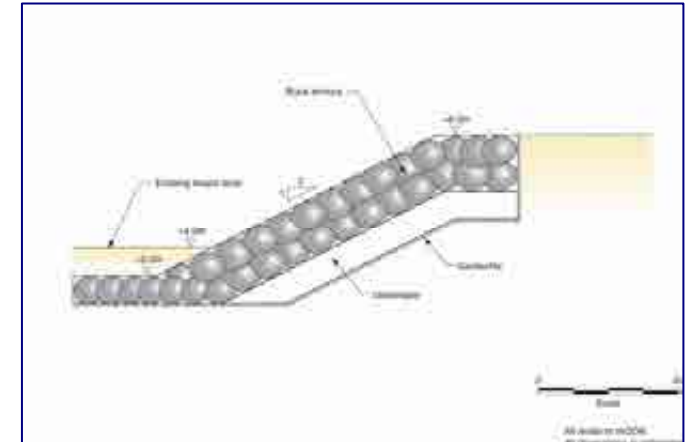


Figure 2.11 - Sandy Bay cross section 2 - rock revetment including beach recharge



2.12- Coast protection to the root of Rhych Point rock armour revetment



Key Elements

Public realm enhancements

Photomontages 5 and 6 provide an indication of the type of high quality public realm envisaged for the two promenades. Public realm enhancements on both promenades should aim to:

- significantly improve the visual appearance and function of the routes themselves, and also the adjacent open spaces;
- tie into and capitalise on current local initiatives around the area and development opportunities that will come forward; and
- be of a design which is capable of being easily cleaned and repaired. For example, it will be important to avoid unnecessarily complex detailing and awkward spaces which are hard to clean.

It is recommended that appropriately skilled landscape architects are involved in any enhancement schemes.

Additional seating should be provided in a way to ensure safety and maximise interest of views. While seats and benches, of materials able to withstand exposure to salt, should be provided, walls and planters should also be designed in such a way that they provide safe comfortable seating. Appropriate visitor facilities, including public toilets and disabled access should also be incorporated.

Public Realm enhancements - public lighting

Lighting on both routes should promote pedestrian safety and encourage the use of the space in the evening. On the Sandy Bay Promenade in particular, the lighting design should recognise that this route is to be primarily a pedestrian and cycling environment.

It will be important that a lighting scheme is devised for both routes with specialist inputs to create an attractive and distinctive continuous element linking the eastern residential area back to the harbour and the town centre.

On both routes new (bespoke) columns/lanterns should be spaced at regular intervals in order to emphasise the length of the frontage and express the curvature of the bay. These should be easy to maintain and of a design which will not date quickly or go out of fashion. However, column lighting should not be considered as the sole means of illuminating the pedestrian zone. Additional local lighting should be integrated into the design of benches and low walls to create areas of interest. Lighting should use white light, be energy efficient and minimise upward light pollution. Superfluous existing structures and features should be removed as part of the comprehensive enhancement of this area. Consideration should also be given to highlighting key buildings.

Public realm enhancements - materials

Both promenades will function as key connections and, as such, a careful selection of a palette of materials is required to enhance the quality of the route and express it as a pedestrian attraction. Specific recommendations include:

- The use of enhanced, high quality surface treatments along the entire length of the route.
- Use of 'conservation' grade pavers in key areas. Surface treatments should be easy to walk on and where possible should make use of large slabs without any surface undulations.
- The use of co-ordinated and attractive seating.
- The integration of litter bins, where possible, into other features.

Public realm enhancements - Public arts

The two promenades will be the most important locations for public art works within the Porthcawl Waterfront area. The opportunity exists as part of the comprehensive enhancement of this area to introduce public art as part of the resident/visitor experience, capitalising on the natural environmental assets of the seafront such as wind, light, time, movement and tide under the broad concept of 'art and science.' Nautical and historical reference could also be included within the scope of a public arts strategy. Artworks should be located in a way that helps to break up the scale and extent of the space, create focal points and markers along the seafront route, and make art more accessible, particularly to the less mobile. Opportunities to integrate public art with function (e.g. street furniture) should also be considered.

Public Realm enhancements - Signage and information.

With the enhancements there would be a need for an integrated signage and information system to fully capitalise on the existing and proposed facilities of the area. The two promenades provide the primary pedestrian route linking a series of attractions along the seafront. Pedestrian signage and information needs to better inform visitors about these attractions, but also provide critical links to key destinations within the town.

Physical enhancements - Built development adjacent to Sandy Bay Promenade

Sandy Bay Promenade, with the leisure and residential quarter to the north of this area, provides an opportunity to create an attractive business/leisure mixed use area and residential frontage befitting this unique foreshore location. The concept envisages a contemporary modern interpretation of seaside architecture creating a signature frontage of buildings having a maximum height of 5 storeys. The mix would include ground floor bars, restaurants, leisure, retail and residential. The main vehicular access will be from the road to the north with parking provided to the rear, thereby, keeping the frontage clear of parked vehicles. This 'set piece' frontage will create an attractive and unique new



character and assist in improving the linkages between the town, Sandy Bay and the holiday centre further to the east. To the rear of this frontage more subordinate business uses including residential buildings clustered around 'mews style' spaces would provide the opportunity for a unique 'backs' experience with enhanced shelter from the prevailing winds. The recent issue of TAN 18 and the Manual for Streets will facilitate the delivery of such an approach.

Along the Sandy Bay Promenade there are potential opportunities for beach huts to be provided below the crown of the promenade on a shelf formed in the sea defences. Developers will be expected to work with the Council to investigate the full potential of beach huts and to establish the role that they may play in sustaining the function of the seaside resort. Similarly, opportunities should be considered to integrate kiosks and other incidental attractions.

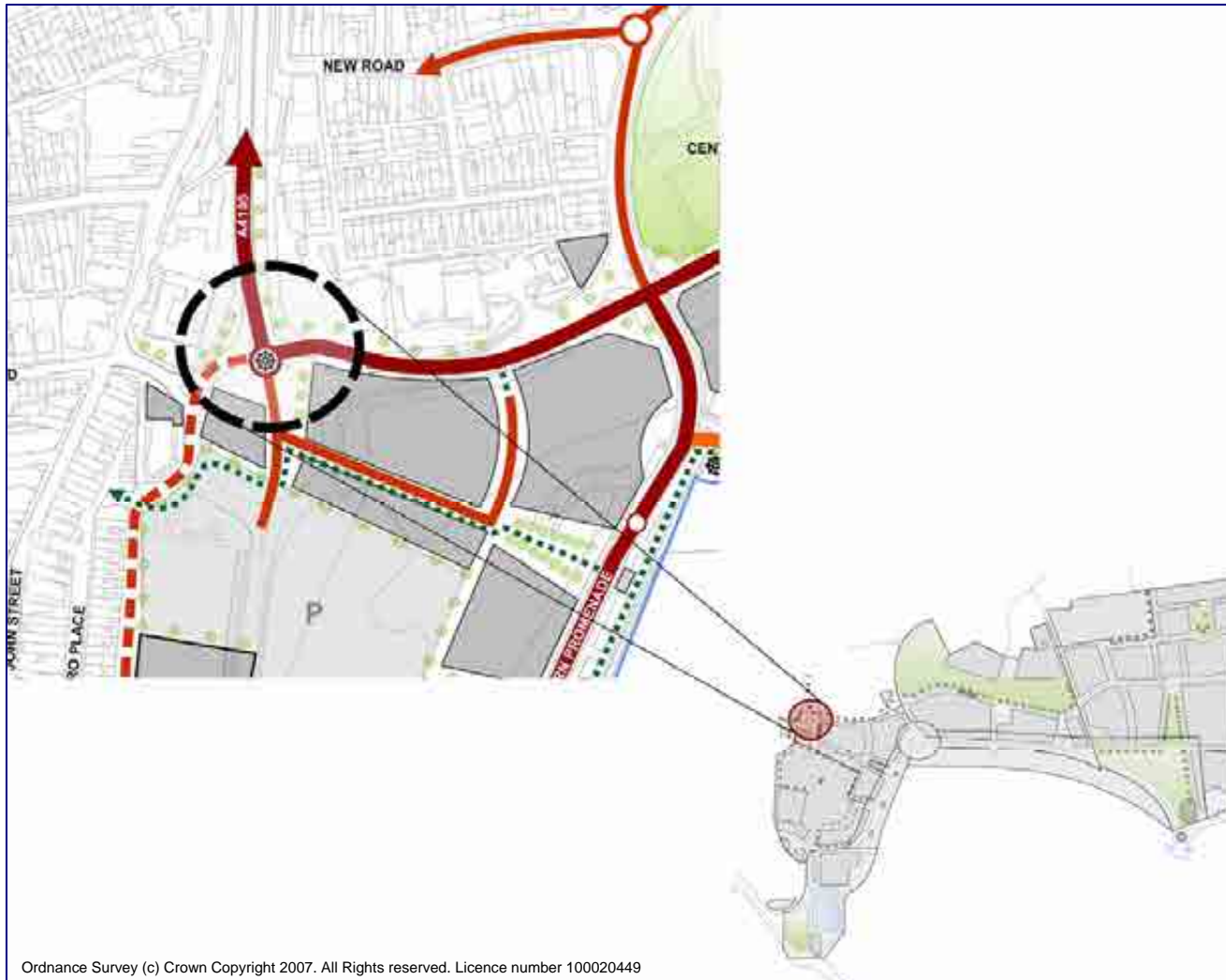
Physical enhancements – Built development adjacent to the Eastern Promenade

This frontage addresses the Bay and provides expansive views of the foreshore and the English coastline beyond. The principal development areas fall within the Western Residential and the Leisure/Residential Quarter. The architecture of this area will frame and define the perception of the area.

Buildings adjacent to the Eastern Promenade should be a maximum of 4 to 6 storeys in height and present a sturdy stucco terraced seaside character with a rich elevational pattern and colour formed by semi recessed balconies and strong shadow lines created by oriel windows with deep window reveals. Provision for occupier parking should be made to the rear, below ground or within under-croft arrangements. Buildings designed in this way will create an attractive and unique enhanced character to the town and assist in improving the linkages between the town and its foreshore.



2.6 Entrance Gateway



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Location of the Entrance Gateway character area

Vision:

The Entrance Gateway should be a memorable point of arrival to the town, creating a strong first impression. It should be a key landmark, which helps people to navigate and orientate themselves. It should be surrounded by high quality development, which sets the tone for the rest of the redevelopment area.

Overview

This is an important space that provides a unique opportunity to make a positive first impression on many visitors and locals when travelling from the north.

At present the approach to Porthcawl from the north is unattractive and does not give a good first impression of the town. It is therefore imperative to set a high architectural standard and provide a lasting first impression. This should be achieved through the development of an attractive 'signature' building which will create a strong visual image and effectively hide the large car park for the food store.

The space outside the building should be landscaped appropriately with high quality materials. A further opportunity would be to commission a piece of public art for the roundabout. This would terminate the view on approach from the north, and also deflect views from the pedestrian streets. It is, however, important that this art does not detract from the importance of the building but rather, complements it. This space should present a desirable high quality precedent for the rest of the development.

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



Aims and Objectives

The design of the Entrance Gateway should aim to:

- create a high quality and distinctive approach to the town that gives a strong first impression and provides a key focal point to the development;
- act as a bench mark, in terms of design quality, for future buildings and development within the regeneration framework;
- replace the existing obtrusive roundabout with a roundabout that acts, with the new buildings, as a feature and termination of views from the north;
- create an attractive meeting space with the provision of new community, retail, health, business and residential land uses;
- ensure clear but uncluttered signage; and
- facilitate pedestrian, cycling and vehicular movements through the space in a safe and attractive way.

Key Elements

Public Realm Enhancements

The design of the Entrance Gateway should significantly improve the visual quality of the approach to the town and the impression that visitors and locals have of the town. The public realm should tie in with current local initiatives in terms of furniture, materials and landscaping so that a coherent appearance is given to the town and this part of the scheme.

It will be important to ensure that appropriately skilled landscape architects work with the building architects to create a public realm and built form that complement each other. Signage should be kept to a minimum so that a clutter free and clear approach to the new scheme and existing town can be achieved.

Public Realm Enhancements – Materials

Materials used in the public realm should be chosen to adhere with other finishes not only within the regeneration area but also the existing town centre. These should be of a high standard as cheaper materials used at such an important focal point will only detract from the first impression that this part of the scheme is attempting to achieve. It is strongly recommended that the main public square be surfaced in natural stone.

Public Realm Enhancements – Public Art

Public art is an important feature for this location. It should adhere to the general principle of the development as a whole by improving the residents and visitors experience, capitalising on the natural features of the surrounding landscape, e.g. wind, light, time, movement and tide. It should act as an effective focus for, and termination of, the view when approaching from the north.

This space should be the focus for a 'national' or 'international' commissioned piece of art. However, it is important in this location that public art does not take away from the impact and the importance of the gateway building. Instead the art should complement the buildings. It is important that all parties work closely to achieve this goal.

Physical Enhancements – Built Development

As an important focal point of the regeneration framework, it is important that the built development reaches a high standard of contemporary seaside architecture. Figure 2.13 provides an impression of how buildings are envisaged to be designed and orientated.

It is envisaged that the roundabout will be framed by buildings with a maximum height of 4 storeys. These will be set back from the road to create wide footways to provide space for cultural activities and promotional events. The buildings should be of a distinctive quality and design and should have well designed roofline

silhouettes and include mixed uses on the ground floor and residential uses on upper floors.

It is envisaged that this area could become a community hub incorporating a number of activities which could include a tourist information centre (TIC), a community building, a youth facility, a new library and a church, together with new primary health care facilities.

Access to the Commercial Core and to John Street will be gained from this space and the attractiveness and clarity of the route to the Commercial Core should be transparent without the need for extensive or other signage.

Active ground floor uses with display and entrance openings should be provided to the key frontages of the building blocks in this area.

The southerly aspect of many of the blocks should be capitalised for passive solar gain and for the incorporation of solar thermal/PV cells.

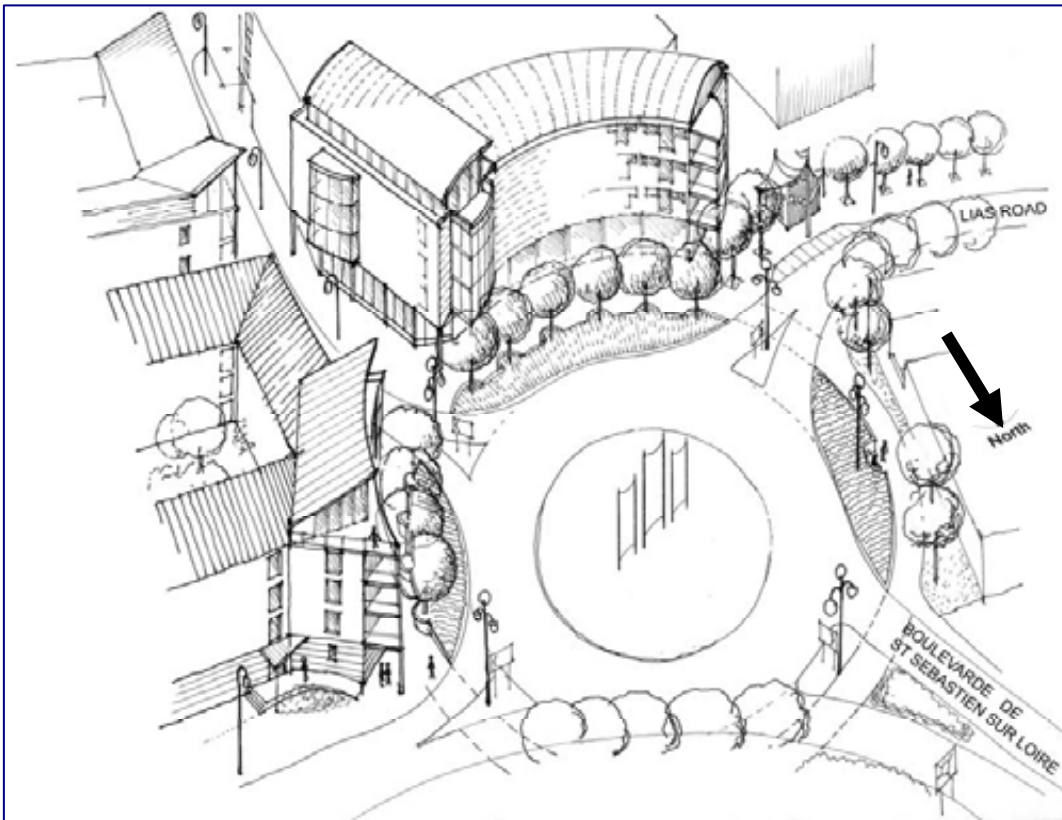
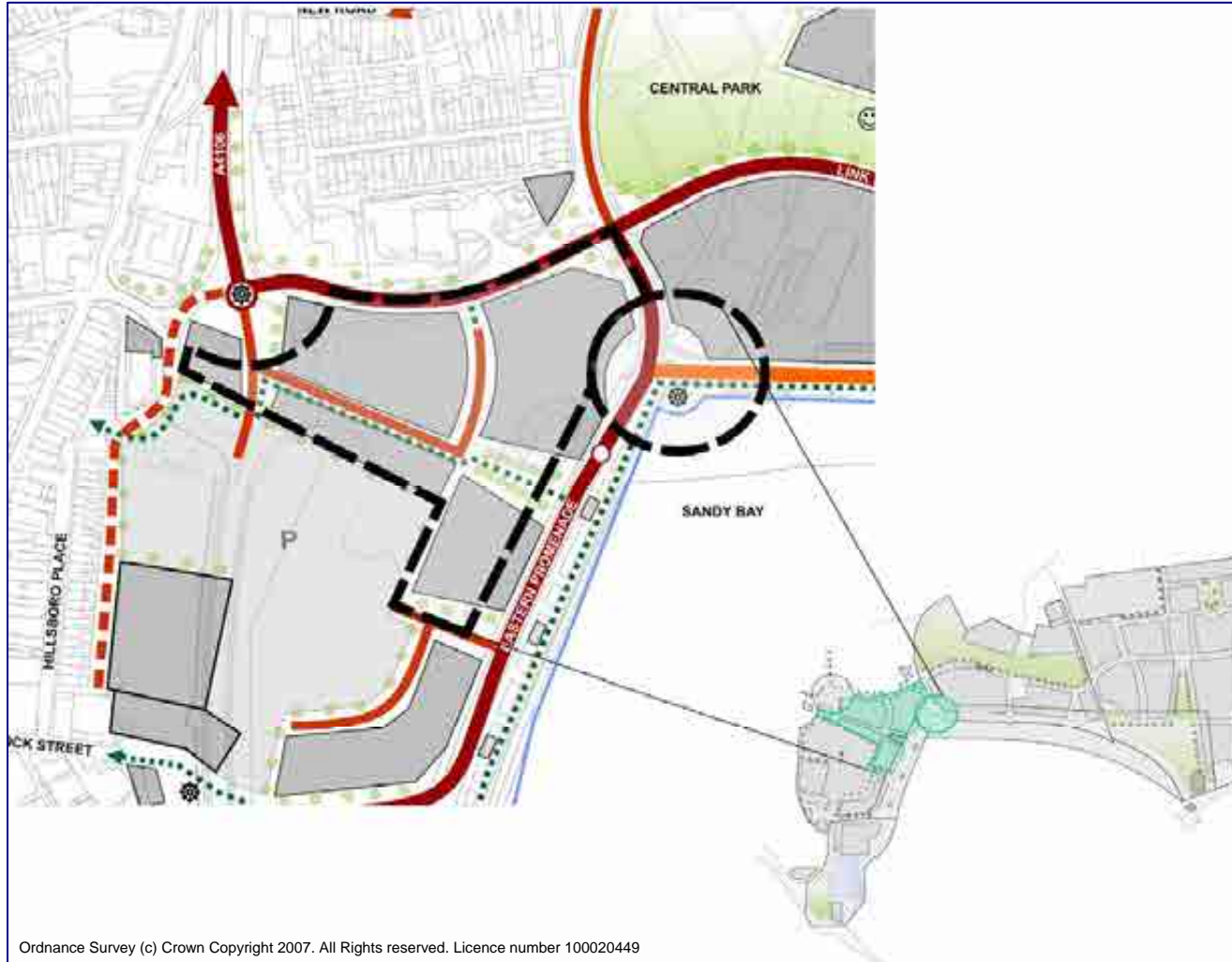


Figure 2.13 - Artist's impression showing an indicative layout for the Entrance Gateway area



2.7 Western Residential Quarter and Sandy Bay Gateway



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Location of the Western Residential Quarter and Sandy Bay Gateway character area

Vision:

The Western Residential Area should be of an attractive, high quality design which relates well to the adjacent foodstore. Traffic approaching the town will route to the north of this area, approaching via Sandy Bay Gateway. The design of this area should therefore give a strong message about the image and nature of the development as a whole.

Overview

This area has a number of key frontages that will need to be addressed appropriately in order to deliver the necessary spatial enclosure and attractiveness. The area faces the main entrance route into Porthcawl, frames the Sandy Bay Gateway and addresses the Bay itself (Eastern Promenade). Elsewhere, the area is bisected by the east/west public open spaces/routes that link the foreshore with the town centre. To the south, the Commercial Core and the associated parking for users and visitors creates a very different edge. All the spaces and edges will need imaginative and attractive architectural/landscape solutions if they are to be successful.

Aims and Objectives

Detailed proposals should aim to:

- create a high quality and distinctive entrance at Sandy Bay Gateway that gives a strong first impression and provides a key focal point to the development;
- cater for the required transition in levels between the Eastern Promenade and the higher level of the Sandy Bay Promenade – hence accommodating a 2m change in level;
- ensure that important frontages address the main entrance route into Porthcawl, Sandy Bay Gateway and the Bay itself;



- provide attractive frontages onto the Promenade with attractive views over the Bay;
- create a clear and distinctive Sandy Bay Gateway with buildings surrounding to the west and east;
- ensure clear but uncluttered signage at the Gateway;
- create an attractive east/west public realm with clear and unambiguous pedestrian routes with areas allocated for seating; and
- incorporate a single storey 'kiosk' type building, within the tapered area of open space, capable of use by the envisaged high numbers of pedestrian flow.

Key Elements

Public Realm Enhancements

This frontage of the Western Residential area should address the Bay and provide expansive views of the foreshore and the English coastline beyond. At the corners of the east/west public open spaces/routes the opportunity to introduce ground floor commercial uses to further enliven the spaces should be encouraged. A private (useable) open space to the key frontages should be provided to the residential units and should be raised above the public realm areas, to differentiate it and afford some increased privacy to ground floor occupiers. Pedestrian access to the residential units should be provided onto the promenade.

To the west, the site faces the parking area associated with the Commercial Core, so the boundary treatment on this side should facilitate pedestrian access to the commercial uses whilst providing a robust, attractive area in soft and hard landscaping terms.

A "tapered" space/square is envisaged at the northern end of the Eastern Promenade. This element of east/west public realm bisects the area and will be very important in providing pedestrian linkage to both the town

and the new Entrance Gateway. As high pedestrian flows are envisaged, the space should be robustly and attractively detailed in hard and soft landscaping terms. The size of the space is such that the opportunity exists to insert a bespoke "kiosk" single storey commercial unit into the space at its eastern edge and a local play area (LAP). The "desire route" between the Eastern Promenade and the northern section of John Street should be clearly defined and unambiguous with a number of areas allocated for seating.

Public Realm Enhancements – Materials

Materials used in the public realm should be chosen to correspond with other finishes, not only within the regeneration area, but also the existing town centre. It is imperative that materials used along the Promenade are replicated in this area and especially within the east-west public realm, to strengthen its importance and significance. Therefore, to reiterate, the key elements of the guidance provided in section 2.5 in relation to the Eastern Promenade, that should be echoed within this area are:

- The use of enhanced, high quality surface treatments along the entire length of the route.
- Use of 'conservation' grade pavers in key areas. Surface treatments should be easy to walk on and where possible should make use of large slabs without any surface undulations.
- The use of co-ordinated and attractive street furniture.
- The integration of litter bins, where possible, into other features.

Public Realm Enhancements – Public Art

There is some scope for public art along the east/west public realm area and at the Sandy Bay Gateway to enhance the experience of the user. Any public art should capitalise on the natural features of the surrounding landscape, e.g. wind, light, time, movement and tide.

Physical Enhancements – Built Development

As outlined in the promenades character area section (section 2.5) the architecture of buildings fronting the Eastern Promenade should be a maximum of 6 storeys in height and present a sturdy stucco terraced seaside character, with a rich elevational pattern formed by semi-recessed balconies and strong shadow lines created by oriel windows with deep window reveals.

Other buildings within the area should define the spaces. Maximum building heights of 6 storeys are envisaged around the Sandy Bay Gateway. These buildings should reflect the architectural treatments being applied on the Eastern Promenade. Along the main east west Spine Road buildings with a maximum of 4 storeys are envisaged. Elsewhere, buildings are expected to be a maximum of 3 storeys.

Pedestrian access to the residential units shall be provided onto the space. Given the anticipated pedestrian flows through this area, a slightly elevated private zone to the frontage of the dwellings is suggested, with robust and attractive boundary treatments. To the south, this area has units which back onto the parking area associated with the Commercial Core. The boundary treatment will thus need to be robust and attractive in soft and hard landscaping terms.



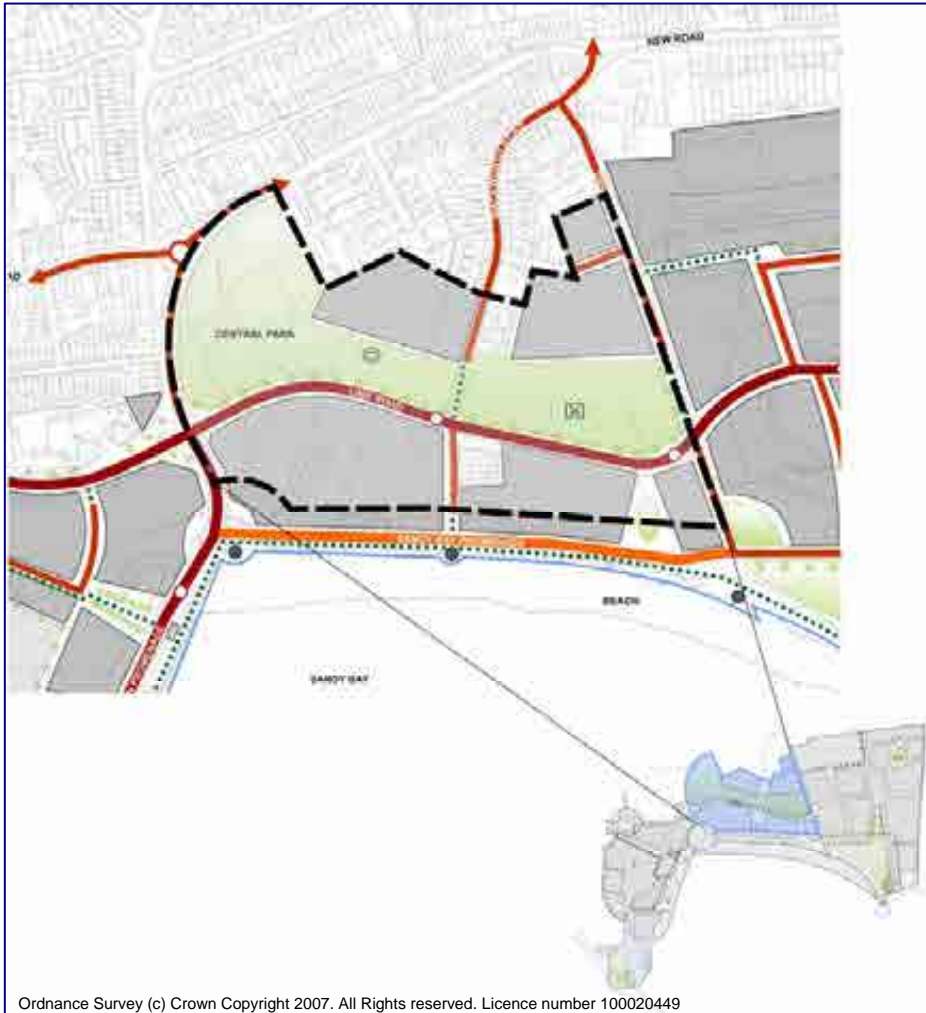
For most people the first view of Sandy Bay will be framed by buildings either side of Eastern Promenade, shown in the inset plan as the Gateway (page 42). Architecture should reflect the opportunity to create an attractive frame for the view, such as a crescent shaped façade on either side of the road, with rich elevation detailing appropriate to the future use of buildings and spaces in this area. This will include opportunity for signature buildings of distinctive quality for all weather entertainment and leisure at the Gateway to Sandy Bay Promenade. Access to the beach will be via sweeping steps and a ramp formed at the axis of the intersection of the Eastern Promenade and the Sandy Bay Promenade.



Along the Eastern Promenade, commercial uses should be included on the ground floors, with residential accommodation above.



2.8 Residential, Leisure and Commercial Quarter



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Location of the Residential, Leisure and Commercial Quarter character area

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, in the main facing Sandy Bay Promenade, and high quality housing.

Overview

An extension to Griffin Park will provide a green arc through the redevelopment area, so creating a unique green setting for the residential development around its perimeter.

Some existing leisure uses may continue to operate in this area. This may include the retention of a scaled down re-sited fairground operation. All proposals for this quarter should consider the impact on these enterprises.

Aims and objectives

Detailed proposals for this quarter should aim to:

- deliver significant new areas of opens space through the creation of a new central park, which will provide an extension to the existing Griffin Park;
- ensure that built development provides a strong frontage to the new central park, the east west spine road, the new Sandy Bay Gateway and the Sandy Bay Promenade;
- ensure that development in the northern part of the quarter interfaces well with the existing residential uses; and
- Ensure that pedestrian routes are provided, both east-west and also north-south, through the park.



Key Elements

Public Realm Enhancements

The central park area will be the focus for significant improvements of the existing facilities as well as the creation of new areas. The shape of the park is dictated by:

- the need to provide an extension to Griffin Park as a result of the loss of its southern part for the Spine Road; and
- the desire to provide a continuous green space link through the development areas as far as Rhych Point.

In bringing forward design proposals, developers should be mindful of the following issues:

- The Central Park will be the focus for a wide range of activities and intensive use for the whole community. It should be designed in a way which caters for people of all ages and abilities with extended hours of use.
- The park should be able to cater for increased user numbers in the holiday season, but avoid an 'empty' appearance during quieter periods.
- The park should contain an area for the management and maintenance of the park. The area should be secure and discrete with good access. The range of facilities, such as storage, workshops, offices, parking and the like should be agreed with the Local Authority.
- Access points to the park should relate clearly to the surrounding street layout with focal points and gateways to mark the entrances.
- Boundaries should be secure as well as attractive, providing enclosure where required to

protect adjacent land from intrusive activities, but also open in places to allow views into the parks.

- The western end should retain its existing focus with significant improvements to its existing facilities and uses.
- The existing trees, shrubs and other vegetation should be surveyed in detail and the survey used in the development of a detailed strategy for its retention, maintenance and management or removal as part of an integrated design approach for the park. The survey should include both functional elements such as species, age, size, long term viability etc but also aesthetic considerations including contribution to landscape character, function and design.
- Facilities within the park should enable both passive and active uses which should be multifunctional.
- Part of the park could be considered as a location for a scaled down seasonal funfair operation.
- The park should include play facilities. It is envisaged that both a Local Area for Play (LAP) and a Locally Equipped Area for Play (LEAP) be provided.

Public Realm Enhancements - Materials

Materials used in the public realm should be chosen to adhere with other finishes not only within the regeneration area but also the existing town centre.

Public Realm Enhancements - Public Art

There may be some scope for public art in this quarter, and in particular within the new central park. Any public art should capitalise on the natural features of the surrounding landscape, e.g. wind, light, time, movement and tide.

Public Realm Enhancements - Built Development

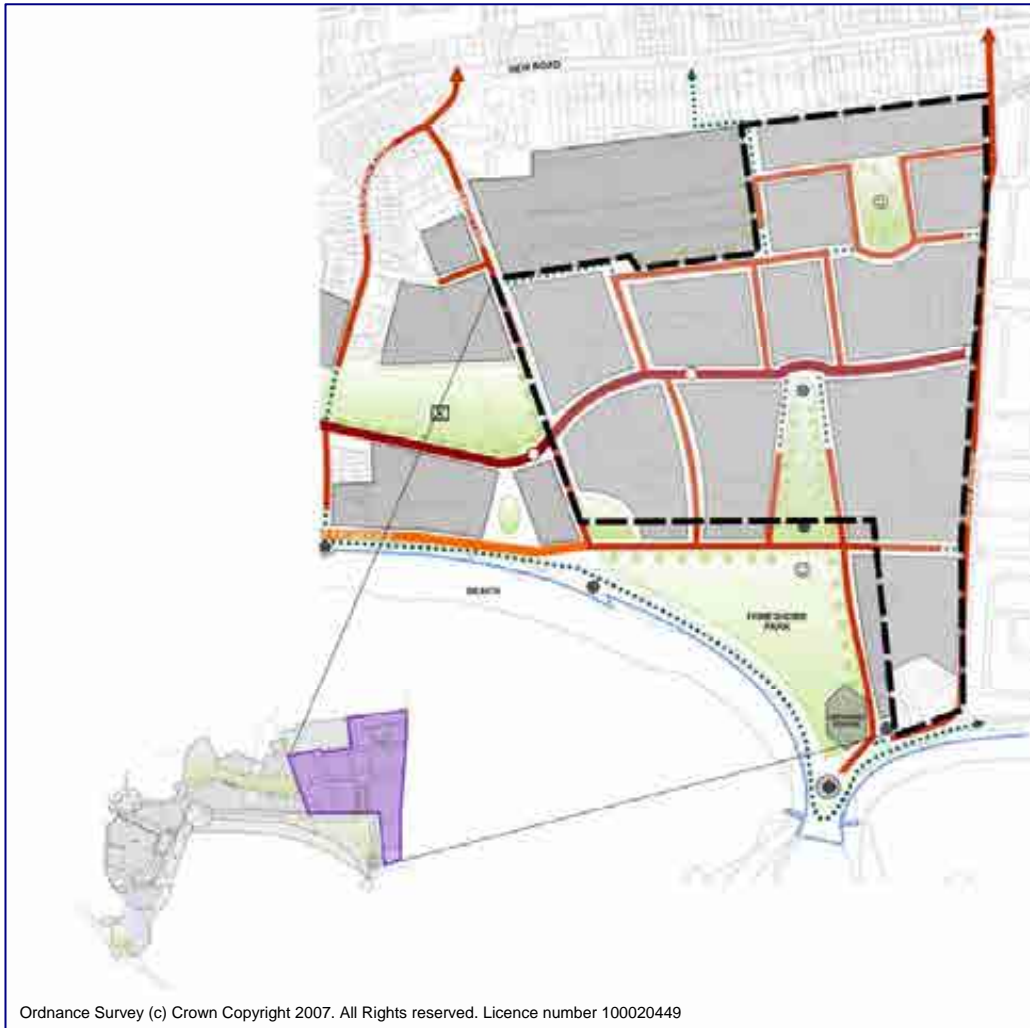
This area has a number of key frontages that will need to be addressed appropriately in order to deliver the necessary spatial enclosure and attractiveness. The residential development should, in the main, have the principal frontages and entrances on to the existing/proposed highway routes and the open spaces, to effectively define the character of this quarter. Details of the frontage onto Sandy Bay Promenade are provided in that character area section.

The quarter also includes the eastern access link to service the existing and proposed new developments onto Sandy Bay Promenade and the Eastern Residential Quarter. The linear route formed by the access route will need to be designed to a very high standard with any developments to the south also having their principal frontage onto the access route. The route should be defined by attractive/bespoke railings (potential artist involvement) and landscaping that contributes in defining the edge and the linear nature of the space.

The access corridor will include a cycleway and bus route facilities.



2.9 Eastern Residential Quarter



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Location of the Eastern Residential Quarter character area

Vision:

In the Eastern Residential Quarter high quality housing will be set around pockets of attractive open space.

Within this area residential squares and a larger area of tapered open space adjacent to Foreshore Park will provide 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.

High density housing will take advantage of attractive sea views. To the north, lower density housing will integrate well with existing development.

Overview

This development character area comprises the bulk of the residential development within the Porthcawl Waterfront area. There are a number of key frontages that will need to be addressed appropriately in order to deliver the necessary spatial enclosure and attractiveness.

There are also important frontages onto some existing built up areas to the east. Buildings should interface well with these areas and links should be provided between them.

The densities within this area will range significantly – the highest fronting onto Sandy Bay and decreasing northwards. Design of all development, spaces and edges will need imaginative and attractive architectural/landscape solutions if they are to be successful.



Aims and Objectives

The design of the Eastern Residential area should aim to:

- create a high quality and distinctive housing set around pockets of attractive open space;
- design and position higher density housing to take advantage of attractive sea views;
- ensure that, to the north, lower density housing will integrate well with existing development;
- create an area of tapered open space that links to Foreshore Park creating a formal parkland setting for properties, set back behind tree lined roads and parkland, and creating a garden suburb character;
- facilitate pedestrian, cycling, public transport and other vehicular movements through the area in a safe and attractive way; and
- incorporate public art, where appropriate, to highlight the open spaces throughout the Eastern Residential Quarter, particularly within the residential squares and areas of public open space.

Key Elements

Public Realm Enhancements

The public realm should tie in with current local initiatives in terms of furniture, materials and landscaping so that a coherent appearance is given to the town and this part of the scheme. Developers should ensure that appropriately skilled landscape architects work with the building architects to provide a holistic design approach to both the public and private realms.

A residential square, forming an area of tapered public open space running in a northerly direction from Foreshore Park is envisaged (as shown in Figure 2.16).

It is anticipated that the space would be large enough to create a formal parkland setting. It would provide an opportunity for the development of properties with large frontages set back behind tree lined roads and parkland, giving a garden suburb character to this part of the development. The contextual references for this space should derive from the more formal Victorian/Georgian seashore architecture found in many Welsh coastal towns, although contemporary interpretations are required of the designer.

Public Realm Enhancements – Materials

Materials used in the public realm should be chosen to correspond with other finishes, not only within the regeneration area but also with those in the existing town centre.

Public Realm Enhancements – Public Art

Within the Eastern Residential Quarter public art will be an important feature in the pockets of green spaces proposed. It should adhere to the general principle of the development as a whole of improving the residents' and visitors' experience, capitalising on the natural features of the surrounding landscape, e.g. wind, light, time, movement and tide. The tapered area of open space/residential square in particular, will be a space where 'nationally' or 'internationally commissioned pieces of art can be showcased. The art should complement the residential development surrounding the space. It is important that all parties work closely to achieve this goal.

Physical Enhancements – Built Development

Detailed guidance on the design of the buildings which will front Foreshore Park is provided within the Foreshore Park character area section. These buildings should be a maximum of 4 storeys, in order to capitalise upon the attractive sea views.

Moving inland, town houses with a maximum height of two and a half or three storeys should be used as an

intermediate scale form, as a transition to the two storey short terraces in the northern and eastern ends of the area, linking to existing residential development. Within each block there should be a mix of housing types, from 1 and 2 bedroom apartments to 3 to 4 bedroom houses.

Around the residential square, railings should be used to positively separate public and private realms. These could be backed by hedges to reinforce the garden suburb characteristics. This generous width can create a dramatic urban form that is contained and framed by buildings.

The coherent treatment of the frontages is critically important, as is the need to ensure that garaging and parked vehicles do not destroy the character of the space. Within this area, it is therefore envisaged that cars will be parked to the rear, of residential buildings, off a mews access road.

The nature of the building alignments surrounding the open spaces and squares will enable the properties to appreciate the proposed landmark building at Rhych Point and the English coast beyond.

The buildings lining the residential squares and areas of open space should preferably comprise short terraces (for example, in the region of between 21 and 23 metres in length), generally of 3 storey units that have a strong architectural rhythm, with centred or symmetrical twin projecting gable elements with balconies. The block scale is considered strong enough to define the space and some variation in the design response should be achieved in the detailed design of individual blocks, as if different designers were working with a common framework. A crescent with a maximum height of three storeys is envisaged around the edge of main tapered area of open space/residential square adjoining Foreshore Park.



Vehicular access to the frontages of the properties around the residential square adjacent to the Foreshore Park will be restricted to residents only in order to ensure the tranquillity of the area is not unduly disturbed by through traffic, which will be restricted to the east/west routes. Vehicular speeds should be restricted to 10 mph by means of landscaping and detailed design. Vehicular penetration does not extend throughout the area but to a point where access to rear mews style parking courts can be provided in accordance with the guidance provided in Manual for Streets.

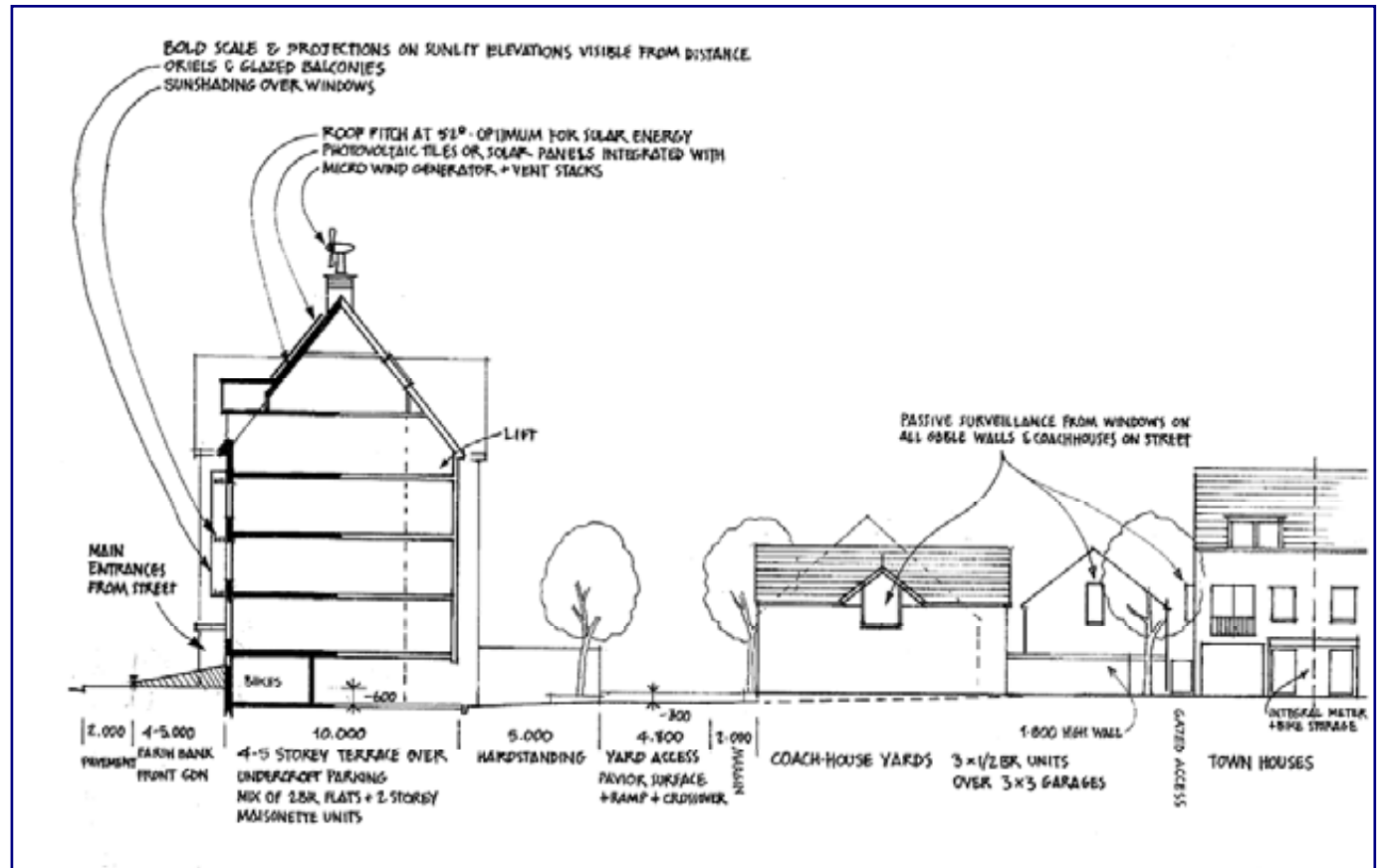


Figure 2.14 - Indicative layout showing the configuration of buildings anticipated in the Eastern Residential Quarter showing the buildings fronting Foreshore Park and their relationship to lower density development to the rear.

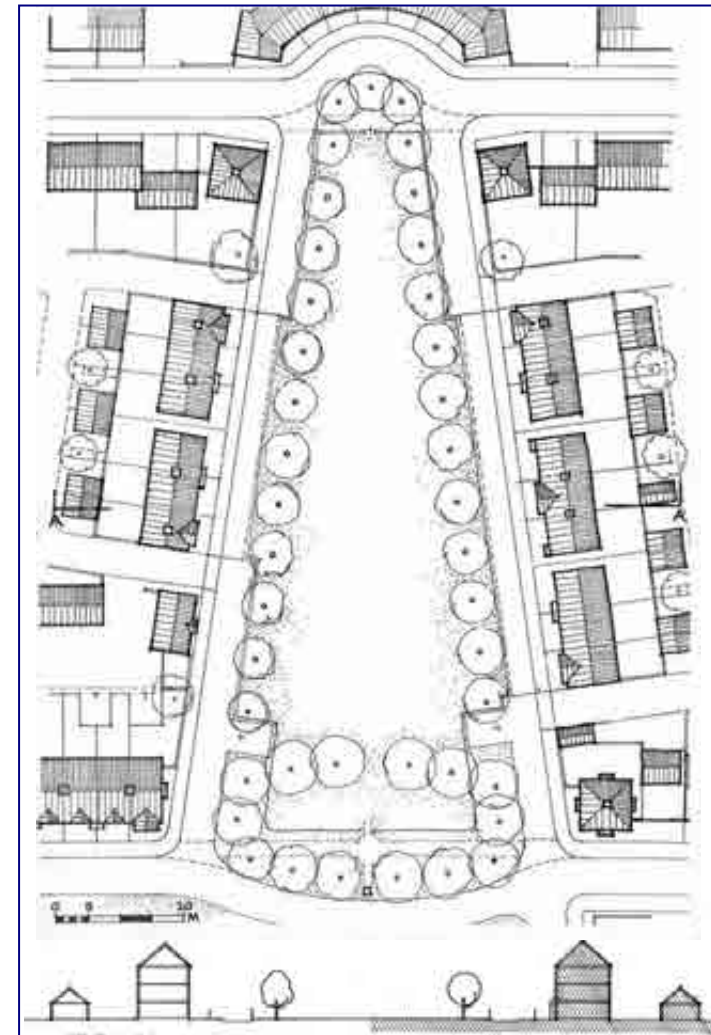
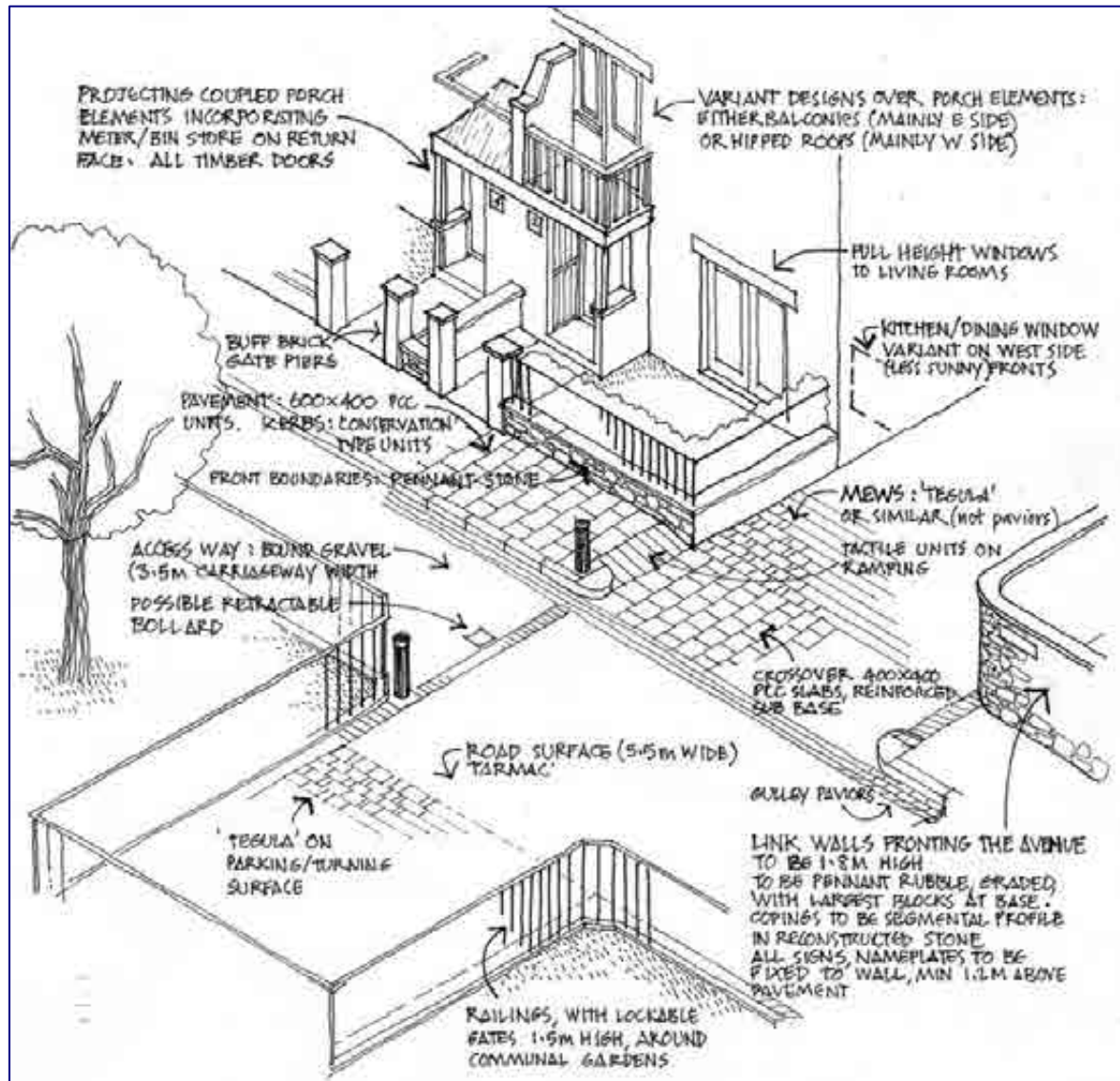
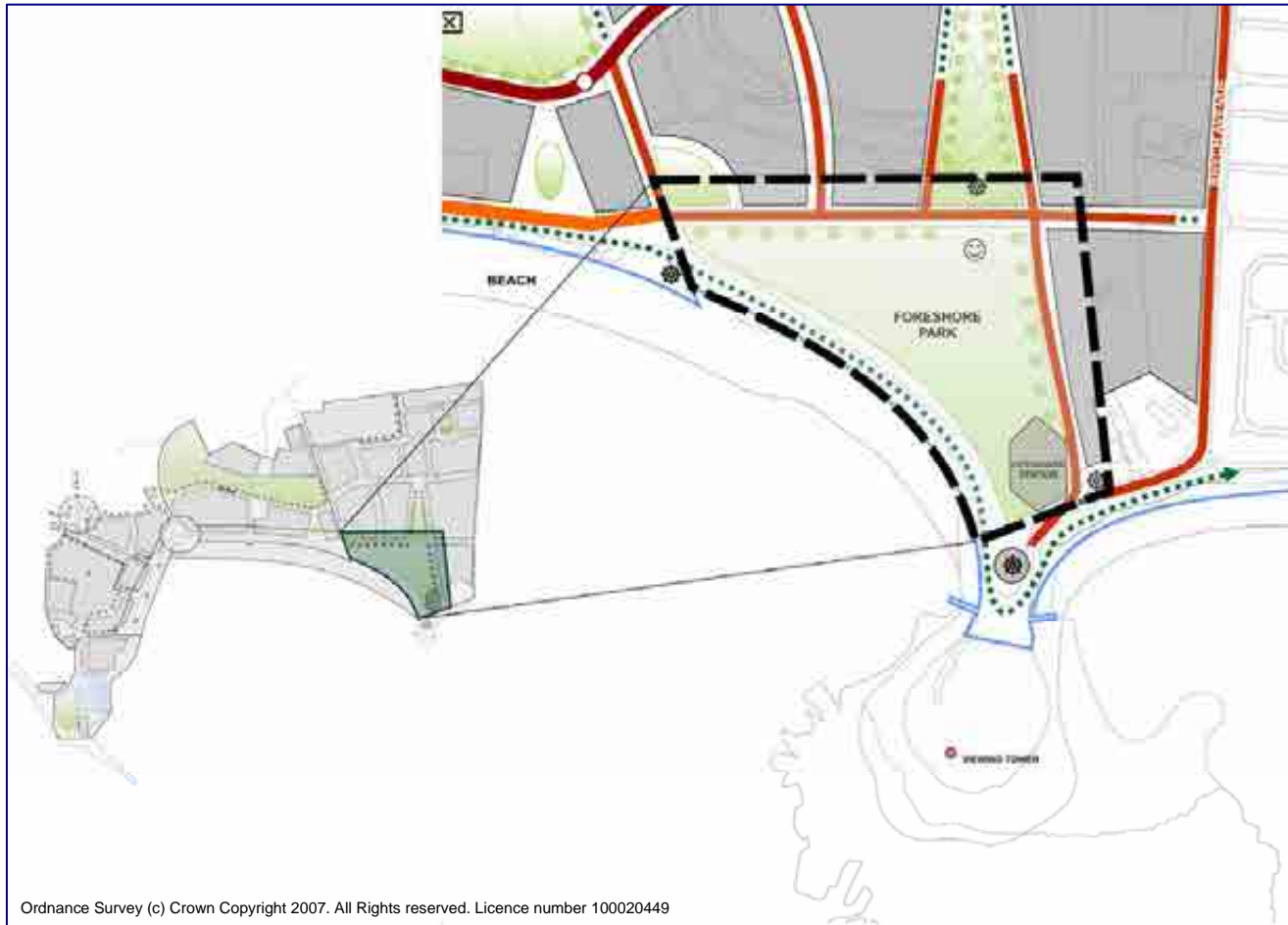


Figure 2.16 - Indicative layout of the residential square linking to Foreshore Park

Figure 2.15 - Indicative layout showing the architectural style anticipated in the area surrounding the residential squares..



2.10 Foreshore Park



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Location of the Foreshore Park character area

Vision:

Foreshore Park will provide a relaxed open green recreational space, providing a counter balance to the more formal linear public space along the proms 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 provides a counterpoint to the generally hard urban edges that front the rest of the foreshore within Porthcawl. It provides a soft, natural environment abutting the Bay and a potentially quiet and safe environment for children to play with direct access to the Bay and in close proximity of housing. The area could act as a focus for occasional community events and fairs.

At this location the opportunity exists to create a different character to that found elsewhere in Porthcawl, where, parked cars are generally the dominant features abutting the town/coastal interface. The land provides an unique opportunity for the town to address the sea in a very different way and create a signature, less urban, new Foreshore Park.

Development fronting the park will benefit from attractive views across the open space and to the bay beyond and therefore should be carefully designed.



Aims and Objectives

Designs for Foreshore Park should aim to:

- deliver a high quality distinctive seafront park for the benefit of residents and visitors. Indeed, this is an important opportunity to provide a significant boost to community pride and confidence through high quality improvements to the public realm which, in turn, will provide a catalyst for further private sector investment along the seafront;
- include the creation of key pedestrian links to the north, along the foreshore edge and to Trecco Bay, thereby improving linkages to new housing, the town centre and the caravan park;
- have a secondary road running around the northern and eastern edge of the park. This will provide visitor parking with views out to sea;
- ensure that emergency and maintenance vehicles have easy access both to the park and the beach;
- manage and control patterns of movement to facilitate improved access and safety for pedestrians, cyclists and vehicles;
- accommodate the land train, if consistent with design principles and coastal defence measures;
- take detailed account of the maritime location of the park with exposure to salt spray, wind, blown sand and poor sandy soils. This should include the provision of appropriate shelters;
- ensure that access from the park to the beach is carefully controlled to protect the coastal edge. Appropriate fencing will be required with clearly marked and highly visible access points from the park to the beach;
- ensure that the space is designed to facilitate the occasional use of the area for a seasonal fair or other events through the provision of power points and controlled access points. The amount of space should not be so large a proportion of the park that it prevents the inclusion of other features and design elements;

- design planting in a way which responds to the local conditions, selecting plants which will thrive in this location. Extensive use should be made of native species which are planted in a way which is contemporary and innovative;
- the design of the park and the coastal edge should create an accessible green sward of seawash turf;
- include features and facilities for passive recreation and informal activities;
- take into account the need for enhanced physical and visual links between public spaces;
- integrate well with the residential development and residential square to the north and ensure that the park is surrounded by development which capitalises on the open space and the wider outlook;
- ensure that north south linkages and the level differences between the Park and Sandy Bay are attractively designed to facilitate pedestrian and disabled access;
- ensure that appropriately skilled landscape architects are involved in any enhancement schemes; and
- ensure that the park is safe and secure, for example by, ensuring the appropriate orientation of buildings to provide natural surveillance and considering the potential use of CCTV.

Key Elements

Public realm enhancements

It is envisaged that the park, on its northern edge (set back from the coast), would be defined by trees and hedges. It would form a transition between the naturalness of the beach and the formality of the residential square and adjacent residential areas further inland.

The park would form a key part of the open spaces network, with pedestrian and cycle links to adjacent areas. It will comprise amenity grassland with some peripheral areas sown with a conservation mix and managed for wildlife.

Importantly, the public realm enhancements should seek to maximise opportunities to:

- significantly improve the visual appearance and functioning of the open space to the north of Sandy Bay; and
- restrict vehicular movements and parking to the northern and eastern edge of the space.

Public Realm enhancements - public lighting

It will be important to devise a lighting scheme (with specialist inputs) to create an attractive and distinctive continuous element linking the Foreshore Park with the other key open spaces within the area (i.e. Esplanade/Eastern Promenade etc). Bespoke columns/lanterns should be spaced at regular intervals in order to emphasise the length of the frontage and express the slight curvature.

It is important to consider the foreshore route as a primarily pedestrian environment. Lighting should promote pedestrian safety and encourage the use of the space in the evening.

Column lighting should not be considered as the sole means of illuminating the pedestrian zone. Additional local lighting should be integrated into the design of benches and low walls to create areas of interest along the length of the foreshore walk. Consideration could be given to opportunities to highlight key new buildings (Rhych Point lifeguard building) that will come forward as part of the wider regeneration and act as a point of orientation on Sandy Bay.



Public realm enhancements - materials strategy

The foreshore walk is a key pedestrian route and the careful selection of an appropriate palette of materials is required. These should enhance the quality of the route and express it as a pedestrian attraction. Specific recommendations include:

- Enhanced surface treatments along the entire length of the route.
- The use of 'conservation' grade pavers within key areas.
- Co-ordinated and attractive street furniture.

Public realm enhancements - Public arts

The opportunity exists as part of the comprehensive enhancement of this area to combine function, seaside architecture and public art, for example through the innovative design of beach huts. Public art should be introduced as part of the resident/visitor experience and should capitalise on the natural environmental assets of the seafront such as wind, light, time, movement and tide under the broad concept of 'art and science'. The location of artworks should be used to break up the scale and extent of the space and create "focus" at certain locations and making it more accessible, particularly to the less mobile.

Public Realm enhancements - Signage and information

With the enhancements proposed there would be a need for an integrated signage and information system to fully capitalise on the existing, enhanced and additional facilities of the area. The Esplanade provides the primary pedestrian route linking a series of attractions along the seafront and will need to be clearly signed from Foreshore Park. Pedestrian signage and information needs to better inform visitors about these attractions, but also provide critical links to key destinations within the town.

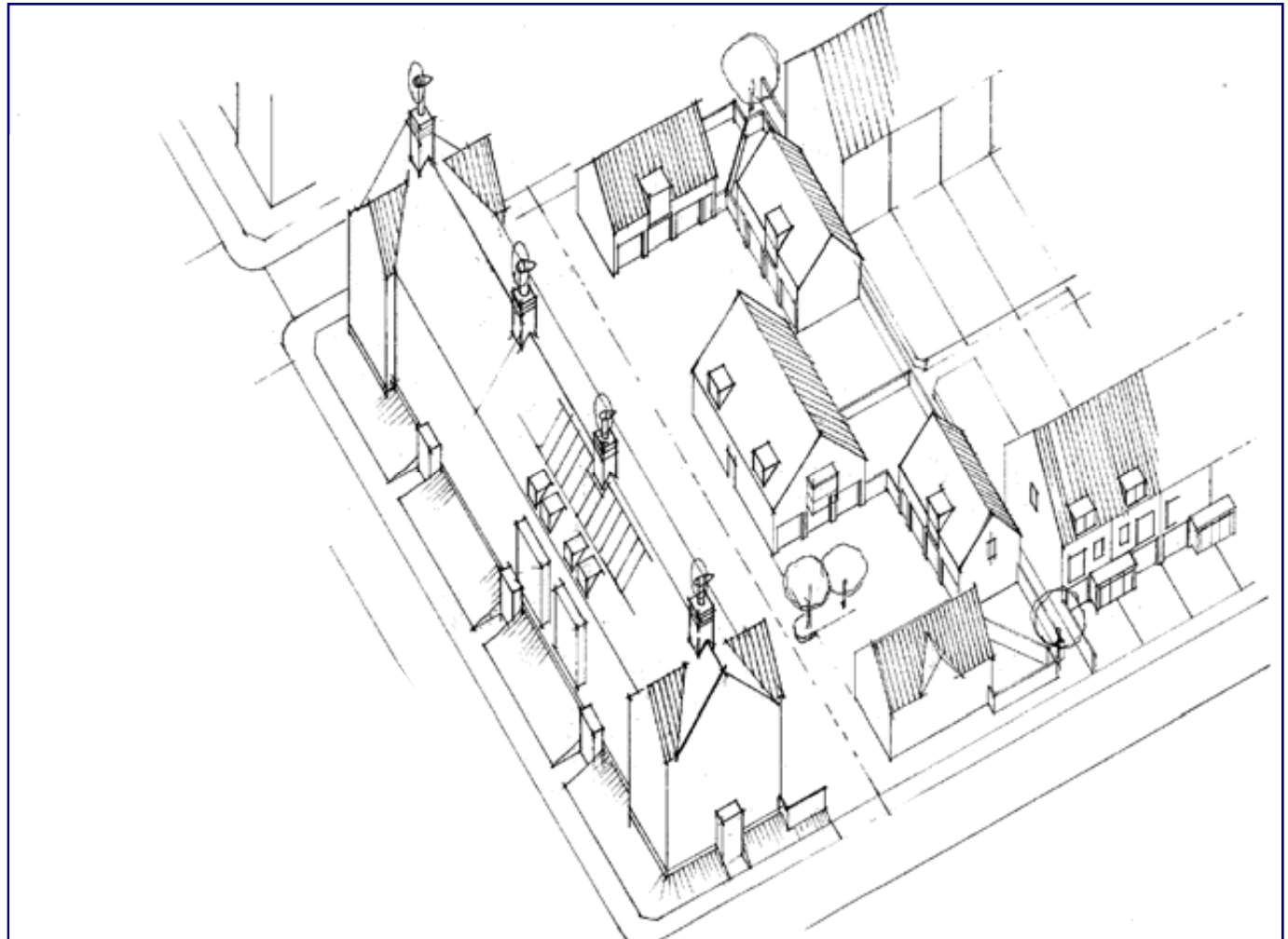


Figure 2.17 - Indicative layout of the type and form of residential development anticipated in the Eastern Residential Quarter fronting Foreshore Park.



Physical enhancements – Built Development

As shown in Figure 2.17 buildings fronting Foreshore Park and facing the seafront should be terraces, at the scale of Victorian resorts i.e. between 3 and 4 storeys, with steep pitched roofs, skyline interest and robustly articulated gables, projecting bays, legible entrances and recessed windows with substantial surrounds.

The buildings fronting the bay and the park will be subject to extreme weather conditions and will be visible from across the bay. Scale and detailing must reflect this context. For example, windows should be designed to minimise glare and opportunities to incorporate photovoltaic cells should be considered.

The area provides an opportunity to 'set off' the development that will come forward to the north and east. The park will provide the outlook and character that will define much of this new development area. The penetration of the open space and residential squares will further link the parkland qualities into the residential development to the north. The deliverability of these spaces is a requirement of this planning guidance and is essential if this distinctive area within Porthcawl is to be achieved.

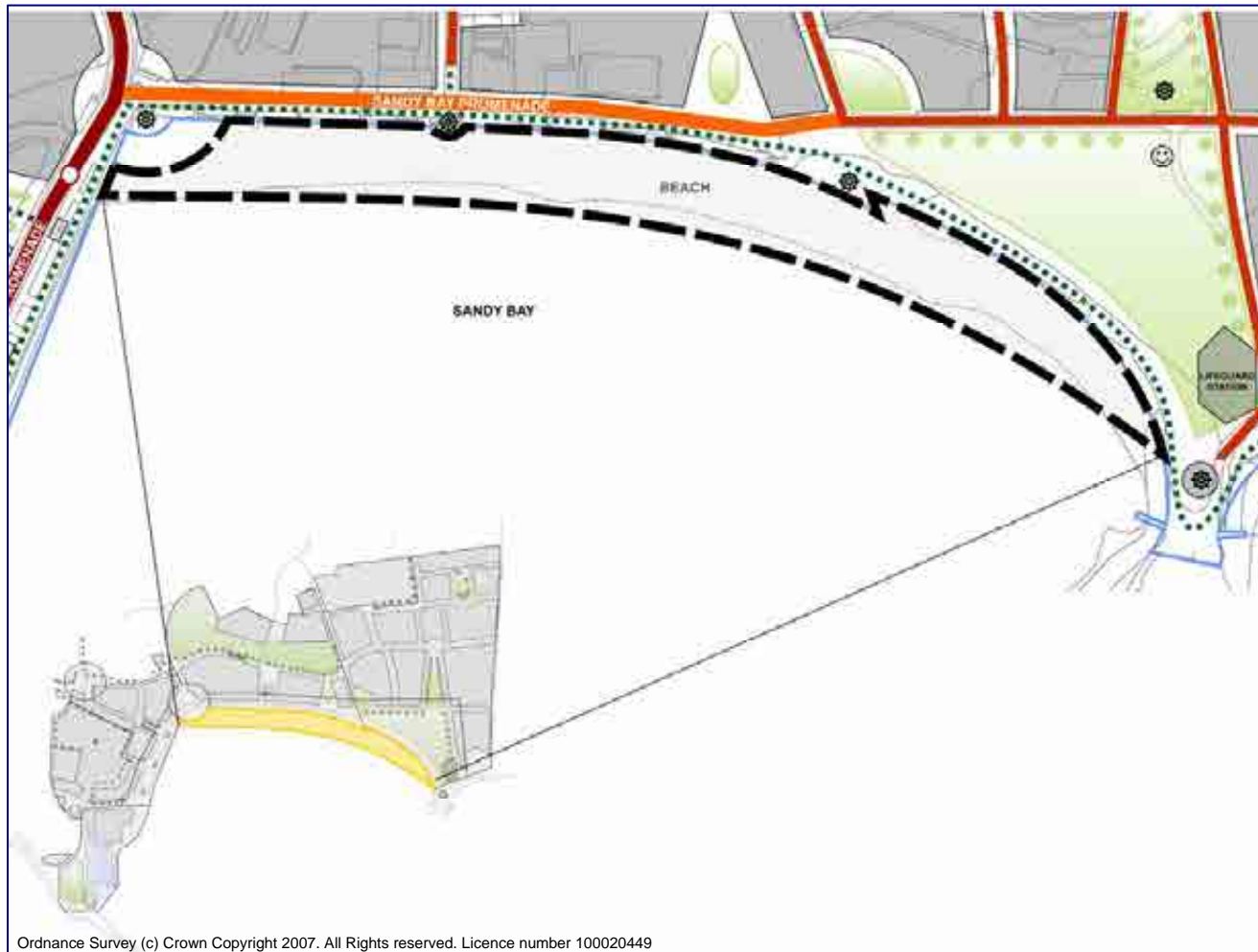
Rhych Point, adjacent to Foreshore Park, is an important place and should be developed as a 'destination' at the end of the seafront promenade. This should include the provision of a defining artwork or landmark which is visible across the bay. The development should also include improved access to the beach, removal of derelict features, clearance of tipped material on the beach and provision of new seating. Features on Rhych Point will need to be resilient to tidal inundation.



Examples of the envisaged layout, form and style of Foreshore Park



2.11 The Beach Environment



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Location of the Beach character area.

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. Watersport 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. In this area, capital investment as well as management processes, will be of high priority.

Aims and Objectives

The design of the beach environment should aim to:

- deliver a high quality beach environment that is safe and secure and provides a quality visitor experience. This includes ramp access to the beach to meet DDA standards;
- achieve Blue Flag status along with the associated facilities;
- ensure that the improvements and management of the beach are sustainable, both economically and environmentally. This will include the setting-up of management regimes and the facilitation of commercial ventures such as beach huts and kiosks, so that management of the beach becomes sustainable over time;
- ensure that beach management resolves user conflicts and maintains safety;



- deliver capital works on the beach which will include improved signage, access to toilets, showers and lifeguard services;
- provide for activities and events to ensure vitality of the beach;
- ensure easy access for emergency and maintenance vehicles; and
- ensure that the beach and surrounding public spaces are maintained to a high standard.

Key Elements

Public Realm Enhancements – Blue Flag requirements

The achievement of a Blue Flag at Sandy Bay is a key objective both in order to achieve visitor recognition of quality, and to facilitate service improvements.

The criteria of the award relate to water quality and beach management and facilities. A beach management regime and improvement of beach user services will be required, including the provision of public toilets. Stakeholder involvement will be crucial to its success.

Public Realm Enhancements – public art

Public art that reflects the character of this seaside resort will enhance the environment and sense of place. Along the beach there is an opportunity to introduce high quality architectural competitions resulting in innovative beach hut and kiosk designs that would add to the visitor experience and seaside atmosphere.

Public Realm Enhancements – commercial opportunities

In order to sustain the management of the beach a revenue stream is required. This could be achieved in a number of ways, including beach huts and commercial kiosks along the promenade.

Beach huts are proposed along the foreshore adjacent to Sandy Bay. Revenue will be obtained on an annual basis from these huts that will help sustain beach management objectives.

Beach usage

Successful beach management is an attractor for seaside resorts and a key area of work. It is important that management of different users is carefully considered and implemented in close consultation and liaison with stakeholders. This management relates not only to water zoning but also to the use of the foreshore. It is also particularly important that provision is made for events. Indeed, events are considered a crucial element contributing to the regeneration and vitality of towns. The visitor experience will also include access and amenity at Rhych Point and the proposed Foreshore Park. These areas should complement and support beach activity.

Provision for lifeguards is vital in terms of the Blue Flag application and the safety and management of the beach and associated uses.

Legal agreements

For delivery of these aspirations it will be necessary for the Authority to enter into legal agreements with the owners of the beach to clarify roles, responsibilities and commercial issues for the future. These agreements will be drafted to ensure that the beach becomes a catalyst for economic and tourism growth.



3. Design Guidance for key topics

Purpose of this Chapter

This Chapter provides detailed guidance on the key topics which affect the form and nature of the development anticipated across the site as a whole. It sets out the overall principles that developers are expected to demonstrate in bringing forward proposals for the site.

In order to ensure good design, the development framework takes account of the overarching principles of good design set out by 'Building for Life', the national benchmark for well-designed housing and neighbourhoods in England (supported by CABE and the Housebuilders Federation). Similar requirements are set out in TAN 12.

These principles have underpinned the development of the framework to date, but it is also important that they continue to guide the next steps. Developers are therefore expected to develop detailed proposals and master plans which address the following key questions:

Character

- Will the emerging proposals create a place with a distinctive character?
- Do buildings exhibit architectural quality and, especially within or adjacent to the conservation area, do they reflect or enhance that area?
- Are streets defined by a coherent and well structured layout?
- Do buildings and layout make it easy to find your way around?
- Does the scheme reflect and take account of existing buildings, landscape or topography?

Roads, parking and pedestrianisation

- Does the building layout take priority over the roads and car parking, so that highways do not dominate?

- Do the streets achieve a high standard of road safety - are they pedestrian, cycle and vehicle friendly?
- Is car parking well integrated so it supports the street scene and does not dominate it?
- Does the scheme integrate with existing roads, paths and surrounding development?
- Are public spaces and pedestrian routes overlooked and do they feel safe?

Design and construction

- Is the design specific to the scheme?
- Is public space well designed and does it have suitable management arrangements in place?
- Do buildings or spaces outperform statutory minima, such as Building Regulations?
- Has the scheme made use of advances in construction or technology that enhance its performance, quality and attractiveness?
- Do internal spaces and a layout allow for adaptation, conversion or extension?

Environment and community

- Does the development have easy access to public transport?
- Does the development have any features that reduce its environmental impact?
- Is there a tenure mix that reflects the needs of the local community?
- Is there a mix of accommodation that reflects the needs and aspirations of the local community?
- Does the development provide (or is it close to) community facilities, such as a school, park, play areas, shops, pubs or cafes?
- Does the development reflect the coastal aspect and support public access to the coast?

The topics covered in this chapter fall into three categories.

Firstly, in order to set the scene, the chapter begins by providing an overview of the local characteristics that may influence the design of the new waterfront area.

Secondly, guidance on the critical 'layers' that contribute to the overall form and layout of the proposals is provided. The following pages therefore address:

- Road hierarchy
- Pedestrian and cycle links
- Bus routes and stops
- Car parking
- Residential density
- Urban form
- Mixed use
- Open space.

The third part provides guidance on other key topics which all have an important part to play in ensuring a high quality, attractive development, including:

- Surface materials
- Lighting
- Street furniture
- Landscape design and planting
- Public art
- Natural surveillance
- Refuse storage
- Sustainability and energy efficiency.



3.1 Local Vernacular

This section provides an overview of the spatial and architectural characteristics of the existing Waterfront area and provides the context for the detailed guidance in this document.

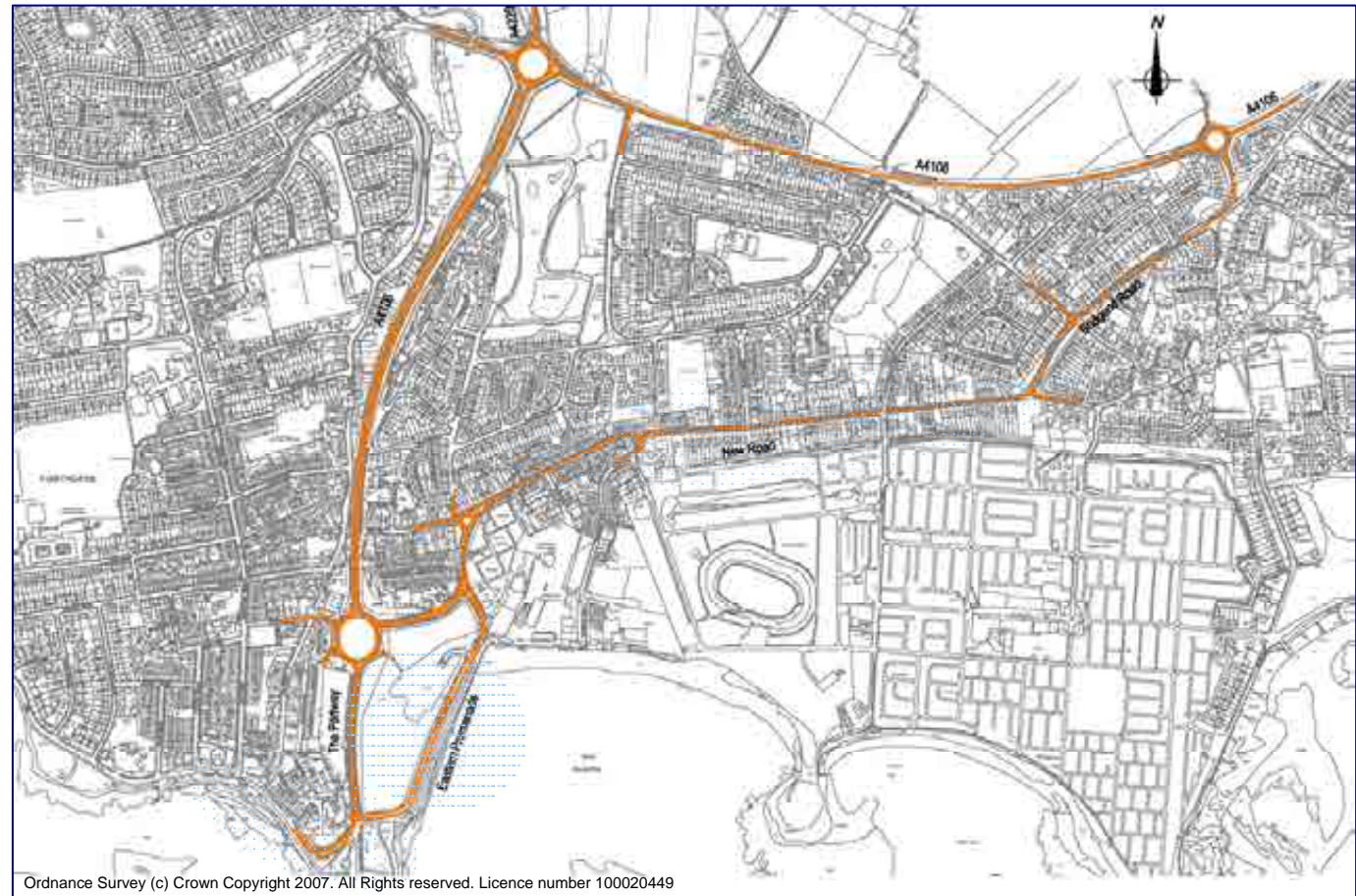
The whole of the Harbour Character Area and part of the Commercial Core Character Area fall within the Porthcawl Conservation Area. In these and adjacent areas in particular, design will need to be of a very high quality, paying heed to local vernacular. Developers are strongly advised to liaise with BCBC conservation staff early in proposal generation.

The seafront

The current main shoreline interface of the town occurs at the seafront promenade situated at the south/western side of the town. The architectural character of the promenade is reasonably modest, with predominantly lightly coloured rendered buildings with a degree of similarity of eaves, ridge heights with occasional expressed gables. Building frontages are articulated by bay windows, over-hanging eaves and recessed balconies. Architectural styles on the Seafront Promenade vary from modified art-deco, arts-crafts and Victorian three-storey lodging houses, many of which now have commercial ground floors.

Notable historic buildings on the seafront include the Grand Pavilion, Pier and Light House, Jennings Building, Custom House and the Seabank Hotel. The listed historic harbour walls are also an important feature.

The overall composition of this linear space is a calm unity of scale, height and massing held together by the predominant use of light coloured renders on buildings set below pitched roofs of slate and tile. The recent new Esplanade residential scheme makes a strident and confident statement on the seafront, replacing the bulk of the former Esplanade Hotel within the otherwise intimate scale and character of the seafront. Cosy Corner is also an important area of open space on the seafront.



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Figure 3.1- Key areas of spatial and architectural interest influencing the proposals for the development of the Waterfront.



The Square

To the north is The Square which feeds into the lower western edge of the regeneration area. This intimate environment, where some of Porthcawl's earliest domestic buildings can be found, has a great deal of character, albeit undermined by the use of the space as a car park. Slightly further to the north lies Dock Street which forms an important linkage to the main shopping street in the town.

The Salt Lake

The Salt Lake is occupied by municipal and private parking areas and currently bisected by the town access road and edged to the east by the promenade. This is a generally open uninspiring area with little of value contained within it. The poor environment is further compounded by the visual dominance of backs of residential units and some utilitarian buildings on its northern edge, which is also dominated by a significant roundabout.

To the north

The New Road area to the north of the site is characterised generally by the backs of properties fronting the redevelopment area. Much of the development dates from the 19th century, when the town expanded and development became increasingly linked with its function as a resort. It is this period of growth that provides Porthcawl with its particular seaside character. Twentieth century housing of various styles and materials are also to be found in this area, together with a mixture of commercial uses.



New contemporary development on the sea front



Cosy Corner is a quirky space which should be improved so that it relates well to the new harbour.



The Jennings Building offers opportunities for leisure and tourist related uses.



The harbour provides a focal point, this should be enhanced and revitalised as a core part of the scheme with permanent water held behind a moveable gate.



3.2 Road Hierarchy

The development area should have a clear hierarchy of streets which allow a high level of vehicular and pedestrian permeability. The streets should also provide clear links into the existing highway network.

The road hierarchy, shown in Figure 3.2, is based on consideration of traffic volumes and the type of vehicles likely to use the highway. It aims to create a network of streets which will help spread traffic volumes through a choice of routes. The road hierarchy recognises the following key categories of streets:

- 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 main Spine Road through the central and eastern parts of the development.
- Sandy Bay Promenade - providing enhanced pedestrian and cycle facilities. This route will be designed with the capability of functioning as a primary route for use in emergencies.
- 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.

Within each category, streets will share similar design characteristics but their design should also respond to the immediate surroundings. For example, residential streets adjoining open space may have slightly different design characteristics to streets which are lined with houses on both sides. Further details are provided on the next page.

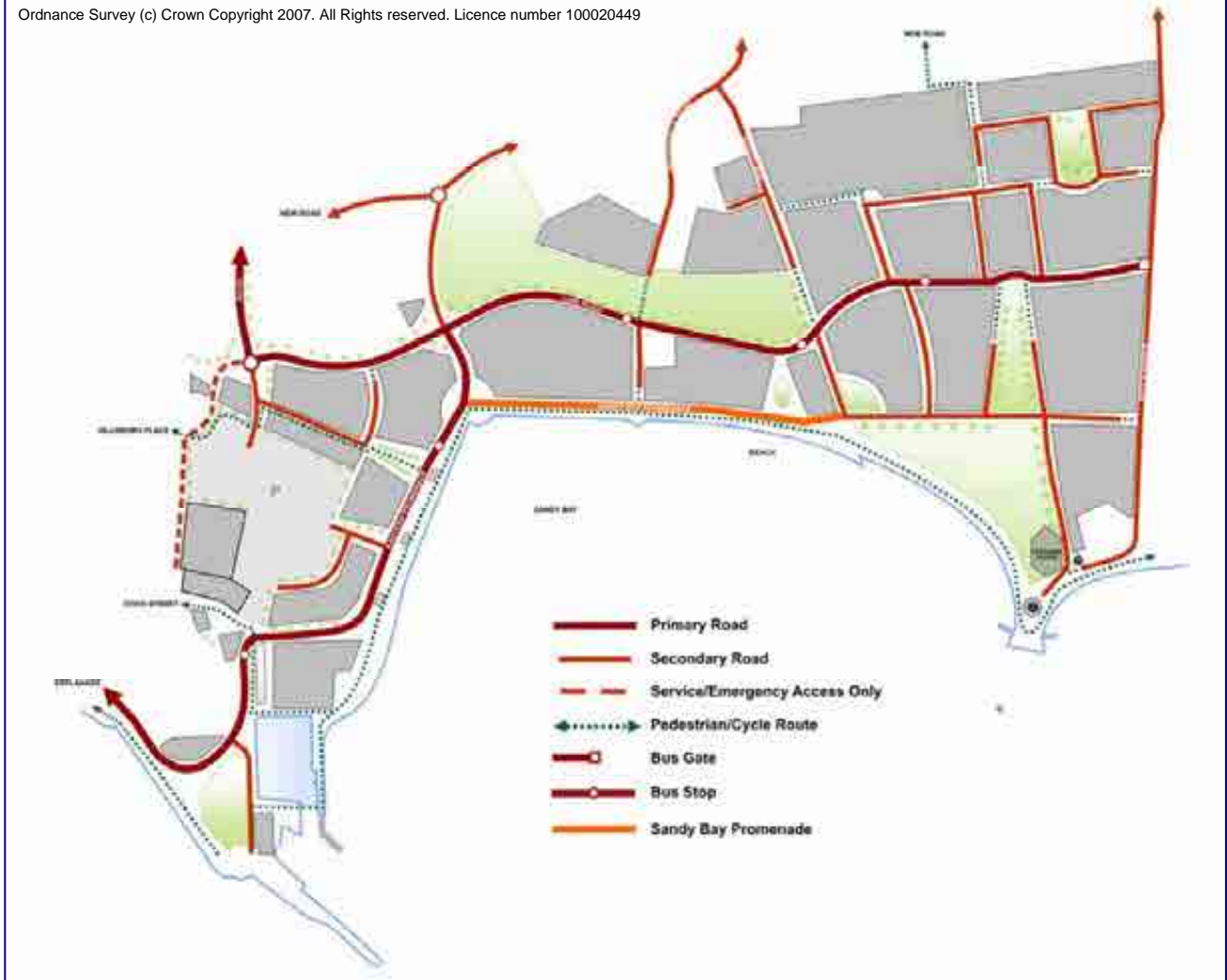


Figure 3.2 - Proposed road hierarchy



Primary Vehicular Route

The primary route is part of the integrated highway network for Porthcawl. It runs from the Boulevard de St. Sebastian sur Loire, along the Eastern Promenade and links to the west of Porthcawl and onwards to Rest Bay. The main Spine Road through the central and eastern parts of the development is also classed as a primary route and will support a bus service.

The ambience of the western part of the route, which forms the Eastern Promenade, will be critical as it will contribute to the waterside feel of the new development. The route will be designed to have a special, unique character, but also function as a key route serving both the development itself and the wider town.

Importantly the route will also function as part of the coastal defences, and should be set at an appropriate height to offer protection from a 1 in 1000 year flood event. For more detail refer to section 2.5.

The Eastern Promenade is envisaged to:

- be a 7.3 metres wide carriageway;
- have a wide promenade adjacent to the sea front and a wide footway on the western side, which could be used for pavement cafes and similar;
- incorporate provision for cyclists;
- incorporate a strip which can be used to place street furniture and/or beachside stalls, kiosks and promenade attractions;
- incorporate on-street parking; and
- make provision for the land train.

Further details of the anticipated layout of the Eastern Promenade are included in the character area description provided in Chapter 2.

The design of the east-west Spine Road through the central and eastern part of the site is also critical as it will

have an important impact on the character of the residential areas on each side. It is envisaged that this part of the route will, as shown in Figure 3.3:

- be a 7.3 metres wide carriageway, with verges and avenue tree planting;
- have a 2 metre minimum width paved footpath on one side, and a 3.5 minimum width combined footpath/cycleway on the other;

- will be an important bus route linking to New Road, with the majority of the site being within 400 metres of a bus stop. This accords with the upper limits of the recommendations contained within 'Planning for Public Transport in Developments' (1999); and
- be tightly lined with buildings to create sense of place.

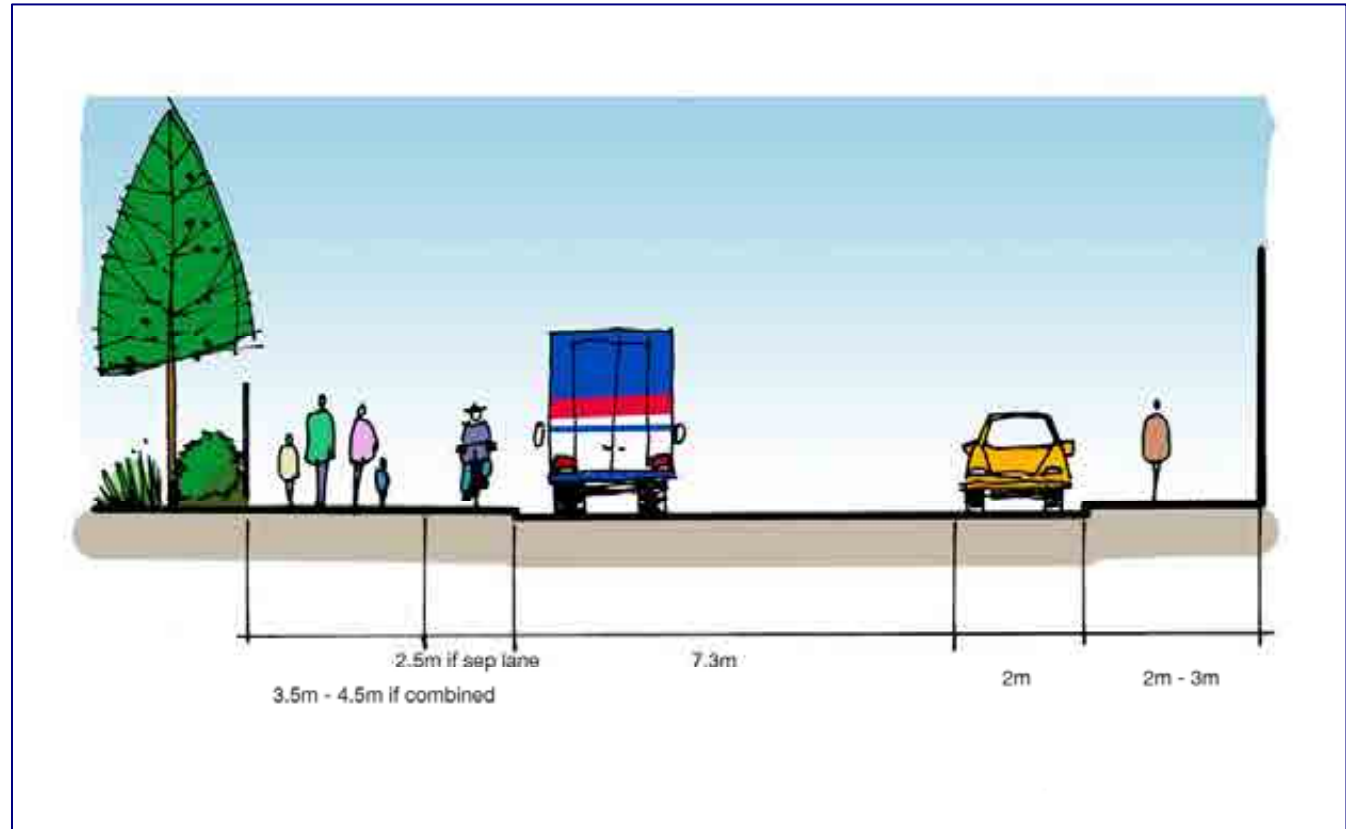


Figure 3.3 - Cross section to show typical layout of the east-west Spine Road.



Secondary Vehicular Route:

These routes, illustrated in Figure 3.4, will form a network of broadly equal traffic calmed streets. They will be:

- tightly lined with buildings to create sense of place;
- designed to function as secondary grid or loop roads;
- designed to restrict speed to 20mph, with a 5.5 metre wide carriageway width which may vary to accommodate parking or assist in traffic calming;
- traffic calmed through changes in road alignment and disposition of buildings adjacent to it;
- suitable for use by pedestrians and cyclists; and
- parking bays of 2 metre width can be provided alongside the carriageway, where appropriate.

Tertiary Vehicular Route:

The tertiary routes will serve small pockets of development. They will consist largely of 'mews courts' which, as shown in Figure 3.5, will:

- be designed to achieve speeds lower than 20mph;
- be suitable for use by pedestrians and cyclists;
- have a distinctive 'backland' urban form;
- be narrow, with 8 to 10 metres between building faces;
- have garages opening directly onto the street. However, these will need careful detailing to ensure adequate visibility between pedestrians and vehicles;
- be surrounded by buildings fronting the mews which are 2 to 3 storey with low eaves and dormers; and
- have quality paved hard surface roadways.

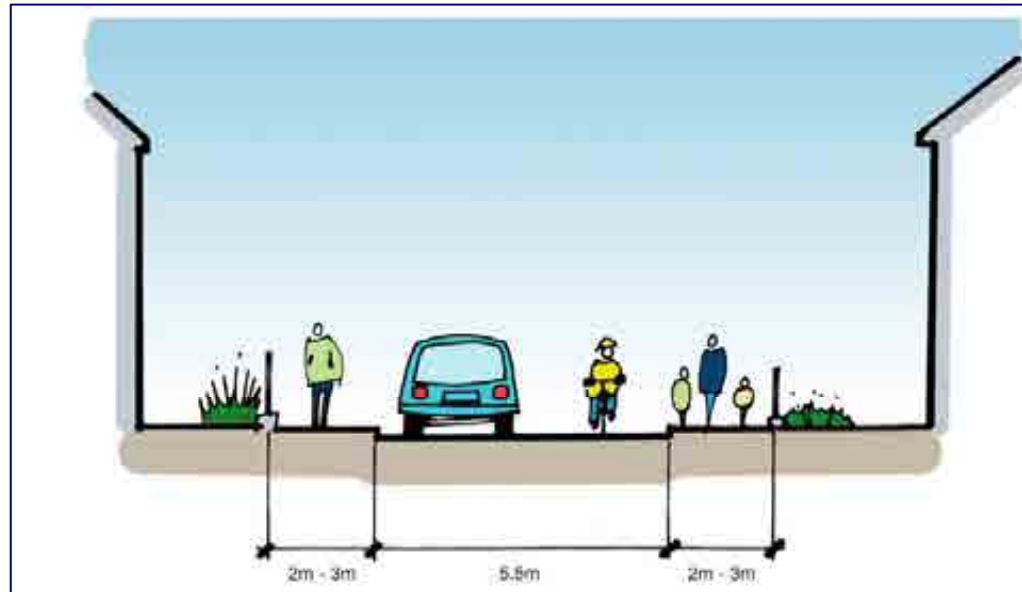


Figure 3.4 - Layout, without parking, for routes within the secondary route hierarchy

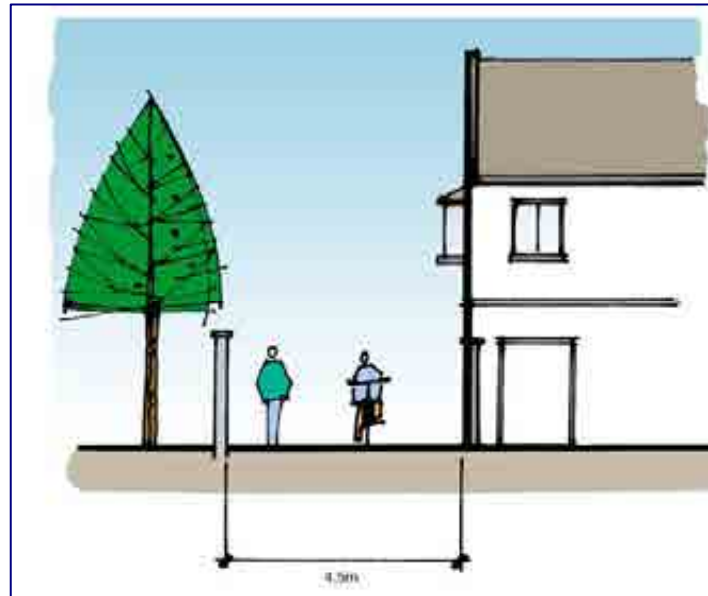


Figure 3.5 - Indicative layout for tertiary routes



3.3 Pedestrian and cycle routes

Provision for pedestrians and cyclists should be considered at the earliest opportunity. Good design of high quality links will ensure that travel by bicycle and on foot for leisure and shopping trips will be a positive and convenient choice.

Figure 3.6 indicates the key routes for walking and cycling. These 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 eastern spine 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.

The incorporation of a pedestrian and cycle route between New Road and Sandy Bay Promenade will be a particular requirement. This is not shown on Figure 3.6 as developers will be expected to put forward proposals for an appropriate alignment.

Pedestrian and cycle crossing points should be located along the Eastern Promenade and the east-west Spine Road to provide easy linkage to the town and between New Road and Sandy Bay Promenade respectively. Signage should be adequately placed for pedestrians and cyclists, which will include directional signing in the form of finger posts and surface signing. Signs should be sensitively designed so they contribute to, or reflect, the character of particular locations.

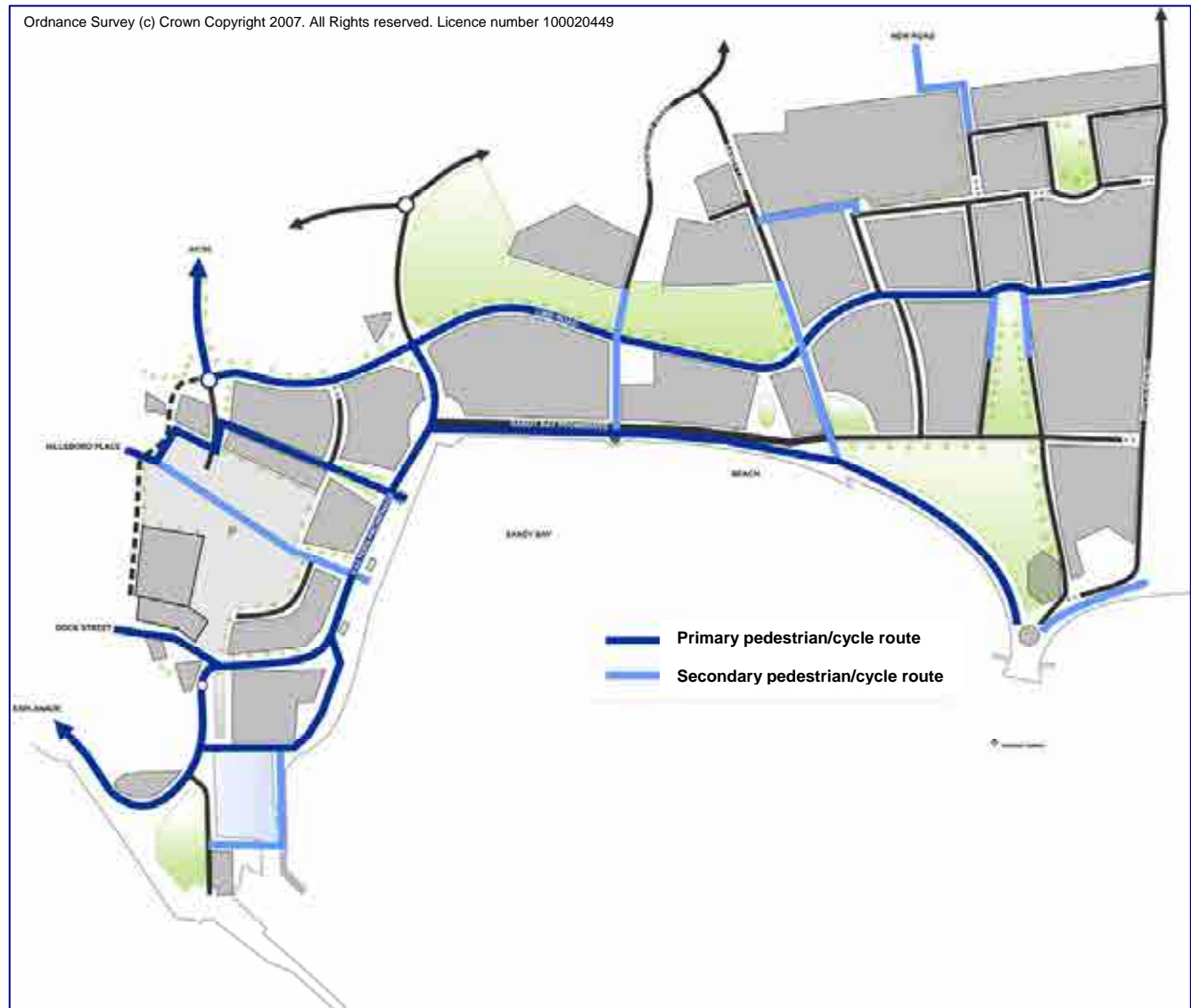


Figure 3.6 - Key pedestrian and cycle routes



In line with the Parking Strategy, the design and layout of individual properties and blocks of residential units will provide for the effective storage of bicycles. Appropriate levels of cycle parking should also be provided along the seafront, at the food/retail stores, at new leisure attractions and within areas of public open space. For security reasons, cycle parking will be located in convenient spaces that are naturally overlooked and within coverage of CCTV cameras.

Further details on pedestrian and cycle routes can be found in the Transport and Access Strategy.



3.4 Bus routes

Easy access to public transport will be a key feature of the design. The layout of the road network and development blocks has been underpinned by a desire to ensure that the majority of the residential area is within easy walking distance of a bus route.

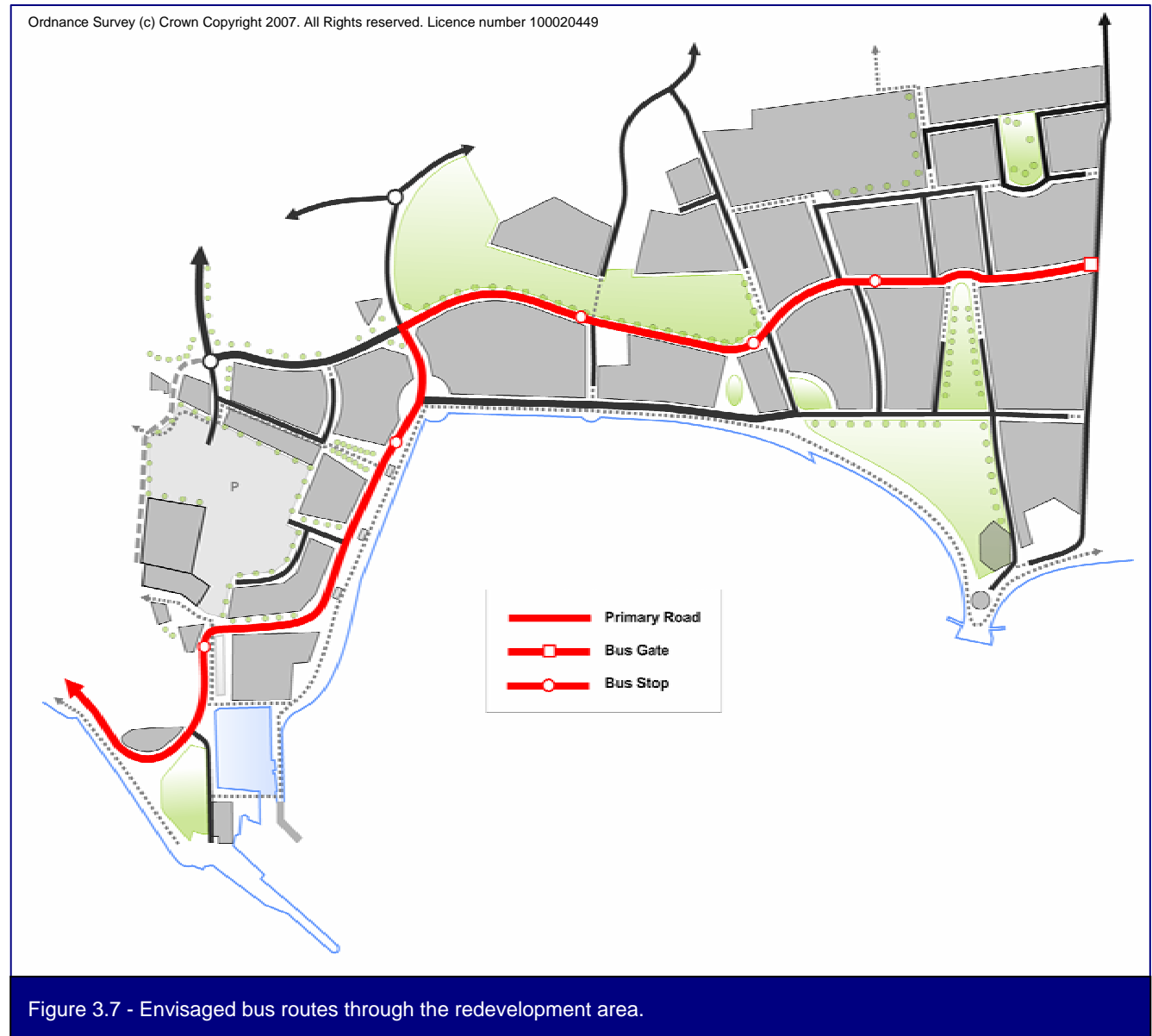
Detailed guidance is provided in the Public Transport Strategy (as included in the Transport and Access Strategy). The key principles of that guidance are summarised in this section.

Opportunities for new/improved bus routes

The new development should open up a number of opportunities for improving public transport, as shown in Figure 3.7. For example, it is proposed that some existing services could be diverted through the site. However, this would require those services to use part of the traffic calmed New Road. Developers will therefore be expected to propose and support alternative traffic calming measures for New Road to facilitate re-instatement of bus services whilst controlling traffic speeds.

The development provides an opportunity to develop an exclusive bus route linking the development site to the town centre. A high frequency shuttle service is envisaged that could be introduced to operate between the regeneration site and Porthcawl, including a bus hub, where passengers could interchange between the shuttle and the wider bus network and services, particularly the X2.

Developers are also expected to provide support for a visitor parking scheme that will provide access to Sandy Bay and the new visitor attractions.





Design principles

Porthcawl is served in the main by a mix of 11.3 metre Super Low Floor vehicles (SLF) with reduced ground clearances, operating on a 15 minute frequency. In addition high specification disabled accessible coaches provide longer distance services to Cardiff and, at certain times of the day, to Swansea. At other times 10.3m Dart low floor vehicles provide the service. Routes within the development should therefore be designed to cater for these types of vehicles.

Good quality pedestrian routes between bus stops and the residential areas should be provided as an integral part of the development. In particular, developers will be expected to provide a network of suitable connections to the existing residential development to the north that will provide access to a re-routed bus service.

Bus stops

The provision of high quality and customer orientated bus stops and shelters are essential to enhance the public transport experience and thus reduce the use of private cars. The standard detail for bus stops adopted by BCBC should also be applied within the regeneration area.

Locations for bus stops are shown on Figure 3.7. Bus stops should be located in positions where they are overlooked by adjoining buildings in order that they benefit from 'natural surveillance'. They should be conveniently located, where possible, on pedestrian desire lines or close to pedestrian crossings.

The design of the passenger waiting area at bus stops should have a consistent and predictable layout, taking into account waiting, boarding and alighting passengers, passing pedestrians, access for people with vision or physical impairments, and interaction with the bus and bus driver. Easy access to buses and bus stops is particularly important given the large concentration of elderly people in Porthcawl.

A glazed structure should be provided which:

- provides shelter from the sun, wind, and rain and is positioned to take regard to the prevailing wind direction;
- allows passengers to see the approaching bus and for the bus driver to see the passengers;
- is accessible, particularly for people with physical or vision impairments; and
- is a light environment in which to wait.

To provide unobstructed access to the bus, the area adjacent to the doors should be free from obstacles such as street furniture, trees, and poles. This is particularly important for wheelchair access to the bus, for the efficient boarding and alighting of passengers, and to provide a consistent bus stop layout.

The bus stops should be covered and incorporate perch seats (rather than regular seating). They should be internally illuminated and/or positioned close to street lighting. Their design should reflect the character of the area and should be consistent with the overall design and style of other street furniture positioned nearby.

The design should mean that it is easy to repair the shelters as well as keep them clean and tidy. Raised kerbs should be provided at the stops to assist boarding.



Developers will be expected to provide an approved scheme of replacement traffic calming measures which will make New Road suitable for buses.



3.5 Car parking

A sound and robust Parking Strategy will be critical to the success of the regeneration of Porthcawl Waterfront. That strategy needs to be set in the context of the often conflicting demands of a sustainable transport agenda and the need to ensure that success is not compromised by inadequate provision. The approach to be taken at Porthcawl needs to be both design and demand led, so that the provision of parking spaces is well integrated within a high quality public realm. It must also recognise that there are a limited number of peak days each year when demand is particularly high and that it would be unrealistic to provide for this demand within the core of the development. To do so would sterilise valuable development land to provide parking that might only be needed on approximately 10 days each year.

The recommended approach is set out in detail in the Parking Strategy, part of the Transport and Access Strategy, which is available as a separate document.

There are clear and distinct parking requirements for each of the following types of development:

- Retail and commercial
- Tourism
- Residential

The strategy envisages that, for the most part, parking for the retail, commercial, and tourism elements of the development will be provided in shared public parking. A detailed analysis of the predicted demand for these elements is included in the Transport and Access Strategy. In summary, it suggests that all normal demand can be satisfied by the proposed provision. That provision may be exceeded on a limited number of peak days each year and when that occurs the shortfall can be satisfied by providing convenient, temporary spaces, possibly within one or more seasonal parking facilities.

It is expected that all parking spaces will be designed and constructed to the standards required to achieve Park Mark accreditation.

Parking for residents of the proposed residential developments and their visitors will be provided in dedicated facilities within those developments.

Aspects of the strategy that relate to the specific types of development defined above are discussed in the following sections.

Retail and commercial

The principal retail and town centre parking within the study area will be provided adjacent to the supermarket and to the east of Hillsboro Place.

The total quantum of parking to be provided in the Commercial Core is expected to be 690 spaces. In all average usage, at other than the seasonal peaks, these will:

- 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 some space for the proposed leisure use adjacent to the harbour.

The site will replace the 340 spaces currently available at the Hillsboro car park and add 350 additional spaces for the retail store in accordance with the standards defined in the South Wales Parking Guidelines. The management of the car park as a whole will need to be the subject of an appropriate agreement to ensure that there is no adverse impact upon the town centre. In addition, the facility will need to be organised such that

all spaces are available for the use of visitors to the foodstore and the town centre, for short stay use.

Tourism

Within the study area, tourism parking will be available in the principal car park (690 shared spaces), at Cosy Corner (20 spaces), along the eastern promenade (43 spaces), and with potential opportunities for on street which could provide up to 86 spaces in the eastern development area.

A comparison of existing and future supply and demand for parking, together with an examination of options to satisfy the peak seasonal demand is considered in detail in the Visitor Parking section of the Parking Strategy.

The requirements for parking contained in the Access and Parking Strategy are based on a comprehensive approach to parking in the area and not focussed on on and off- street parking as though they were unrelated. Hence there is a requirement to provide parking facilities for visitors appropriate to the seasonal level of requirement. If this was not the case the result would be very much as it is today, great swathes of land lying unsightly and unused for most of the year.

For a permanent park and ride facility to be successful it would need to be heavily utilized all year round, and the town would have to provide very limited parking which was highly charged. This would be to the detriment of the viability of the town centre and would potentially undermine the regeneration proposals. Therefore the pragmatic approach and the one that is being adopted is to provide sufficient parking in the centre to serve the town, proposed food store, leisure facilities and provide some additional capacity to cater for a level of additional visitors. Over and above this additional opportunities for on-street parking will be appropriately located to provide additional visitor parking.

On peak summer days, additional provision will be required. Peak demand occurs on a limited number of days each year but this could increase with new leisure



attractions, or at times when specific events are held. It will therefore be a requirement to provide facilities to meet these peaks in an environmentally acceptable way and this is likely to be by the use of areas of land, appropriately located, but away from the town centre, which satisfy other needs when not required for parking.

It should be noted that during the construction phases, and until such time as the visitor parking identified above is provided, facilities for visitor parking will be required within the regeneration area, in line with agreed seasonal requirements.

Residential

This section provides a summary of the residential parking strategy and draws on good practice advice set out in the 'Manual for Streets' published by DfT, DCLG, and Welsh Assembly Government in 2007.

The overall approach to residential parking is one which recognises that not all parking spaces need to be allocated to individual properties. Unallocated parking provides a shared resource which caters for variations in demand. Therefore, this strategy promotes the use of unallocated parking for a large proportion of the parking supply. Due to the high demand for spaces by tourists, unallocated parking should be designed in such a way as to deter its usage for tourism parking and should therefore mainly be off-street.

Accordingly, it is envisaged that parking for the residential areas will be provided in a combination of different ways, including:

- Undercroft parking
- On-plot parking (driveways and garages)
- Mews court parking at the back of blocks
- On-street parking

Undercroft parking

Undercroft parking could be used in areas where there is an opportunity to take advantage of the topography. For example, it may be appropriate for buildings fronting Foreshore Park to include undercroft parking which would be accessible from the rear. The design of these buildings should ensure that main entrances are provided at the front of the property in order to ensure an active frontage is presented to the street.

On-plot parking (driveways and garages)

Parking provision via driveways and garages should be an important part of the overall mix. Garages could be integrated to the front curtilage or provided as part of rear parking courts. Inner courtyards should have natural surveillance through the inclusion of family dwellings and residential units above garages.

Where garages are provided they should be appropriately designed for a family sized car. A minimum entry width of 2.7 metres and an internal length of 5 metres is recommended. Conversion of garages to habitable rooms will not be permitted.

Mews court parking at the back of blocks

Mews courts should be overlooked by adjoining houses or by buildings entered from the parking area. They should cater for a small number of parking spaces only.

On-street parking

On-street parking also provides a common, flexible resource and has the added benefit of adding activity to the street. Residents will be able to park appropriately on street but tourists will be discouraged from entering and parking within the residential areas. The key to success here will be that by good design tourists will wish to use more attractive and appropriately located parking facilities more suited to their particular needs and requirements.

Where on street spaces are provided the following principles should guide the design and layout.

- On-street parking should be designed in such a way that it minimises obstructions to the view of pedestrians crossing the street.
- The visual impact of on-street parking should be broken up by limiting spaces to small groups separated by kerb build outs, street furniture or planting.
- Spaces should be clearly indicated through the use of road markings or changes of surfacing material, in order to help encourage good parking behaviour.
- Where parking is provided on bus routes, consideration should be given to the provision of bus boarders in order to break up areas of parking and provide unimpeded access for buses.

Some on street parking for visitors and tourists will be available on the east and north sides of Foreshore Park.



Garages should be sensitively integrated into the frontage of buildings or within mews courts.



Garages could be positioned to the side of properties but should still present an active front.



Streets should be appropriately designed to accommodate on-street parking.

Parking standards

The Parking Strategy advocates current parking standards. These provide:

Retail parking....

- Any supermarket/retail development will provide non-operational parking at a level of one space per 14m² GFA with 6% of spaces being provided for disabled badge holders.

Residential parking....

- For houses - one space per bedroom, to a maximum of 3 spaces, with no provision for visitors.
- For apartments - one space per bedroom, to a maximum of 3 spaces, with one visitor space for every 5 units.
- For elderly persons dwellings - one space per 2 to 4 units, with one visitors space per 4 units.

Motorcycle parking.....

Adequate provision should be made for motorcycle parking. Developers are expected to provide a motor cycle parking provision at 5% of the provision for car parking.

Cycle parking....

For details of requirements for cycle parking, see the section on walking and cycling.

Further details are available in the separate Transport and Access Strategy.



3.6 Residential Density and Land Uses

The number of housing units proposed in the 2004 SPG was 1100. Since that time there has been detailed consideration of whether the area has the capacity to accept more units, bearing in mind:

- the capacity of existing and proposed roads and junctions;
- the provision of parking in the area and in the town as a whole;
- the impact upon local services and schools, especially the changes that any increased numbers of properties would have on the character of the town; and
- the key Government objective to optimise housing densities on brownfield sites.

This careful examination of all relevant factors suggests that some 1350 units could be provided within the regeneration area, while ensuring that:

- the overall density will not exceed government guidance;
- appropriate and useful areas of open space are established; and
- there is comprehensive regeneration involving numerous other activities and uses within the waterfront area.

As shown in Figure 3.8, it is envisaged that the higher density residential areas (80/120 units/ha) will be concentrated around the Western Residential Quarter and along the Eastern Promenade, where development takes advantage of sea views.

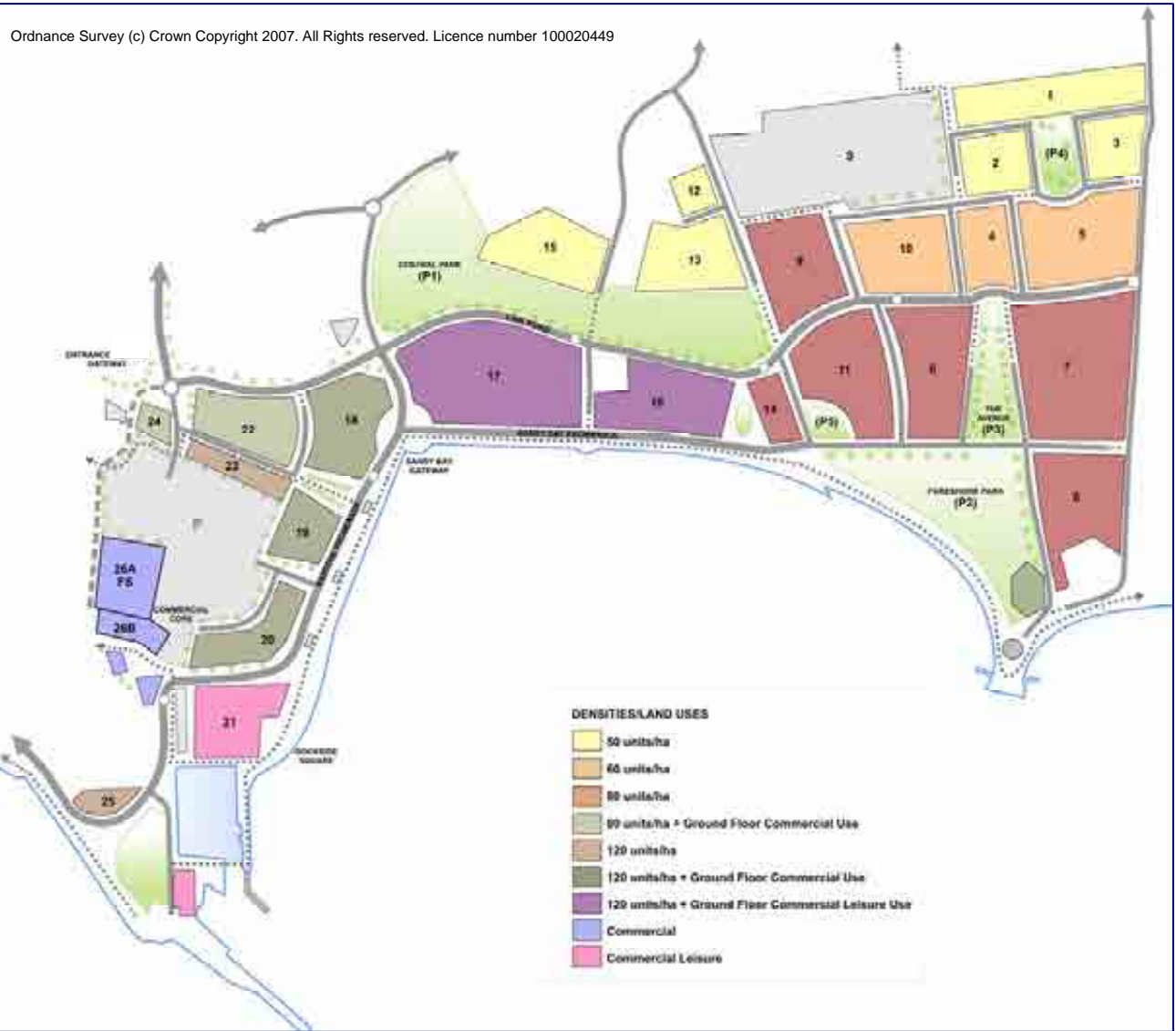


Figure 3.8- Illustrative layout showing the spread of anticipated residential densities



Densities will also be relatively high in the eastern part of the site, where views of the Bay accommodate higher density residential development. For example, in the Eastern Residential Quarter, views across the Bay and the attractive setting provided by Foreshore Park and residential squares will support densities of around 80 units/hectare.

Similarly, along Sandy Bay Promenade the waterfront setting can support densities of around 120 units/hectare (with ground floor commercial uses), in commercial and urban design terms. The areas abutting the existing town in the region of Griffin Park and on the northern parts of the site should be developed at a lower density of 30 to 60 unit per hectare.

The density figures will facilitate a range of residential accommodation that will include townhouses, detached, semi-detached, terraced, mews units and apartments. The area will also accommodate more specialist residential development including affordable, market entry, sheltered and extra care units.

The residential densities proposed are a key constituent element in the delivery of the urban character sought for the different areas of the site. In overall terms, it is anticipated that the new housing number in the regeneration area will be 1350 units.

In the event of market demand there will be potential to allocate land for hotel development and non-serviced accommodation within the residential allocation. It may be possible that this tourist accommodation would link closely with existing occupiers of the land and further consultation will be required on this issue. It will also be important to ensure, as appropriate, that there are no unnecessary impediments to some residential units being converted to use as tourist accommodation.

The incorporation of spaces for leisure activities is an important part of the overall proposals for the Waterfront area. As shown in Figure 3.8, leisure uses are envisaged to be located:

- Within the Jennings Building;
- Within a new leisure building north of the harbour; and
- Along the new Sandy Bay Promenade, between Sandy Bay Gateway and Foreshore Park.

This planning guidance does not allocate a site for a Council run swimming pool or leisure centre. However, the layout is flexible enough to accommodate such land uses, if proposals were put forward by the private sector.

The areas set aside for leisure in Figure 3.8, and in particular the building to the north of the harbour, are envisaged to provide wet weather, year round attractions. Investigations are continuing regarding the most sustainable and feasible leisure operations. However, it is intended that the leisure facilities to be provided should be attractive for use by both residents and visitors and should bring economic benefits to the town as a whole.



3.7 Urban Form

The urban built form of the new development will define the character of the site and highlight key spaces and places.

Perimeter blocks

The urban form should be characterised by perimeter blocks with buildings fronting on to streets, squares, water bodies and open spaces. It is envisaged that higher density development will be placed along the waterfront and key open spaces, with a more conventional urban form to the rear.

Blocks along key frontages should provide a sense of place, particularly along the Sandy Bay Promenade, along the Spine Road and Eastern Promenade, around the revitalised harbour, at Foreshore Park, around the residential squares in the Eastern Residential Quarter, and along the Central Park. Mixed use development should be encouraged wherever feasible, and particularly in the locations identified on Figure 3.10.

Building heights

As indicated on Figure 3.9, the development should incorporate buildings between two and, a maximum of, six storeys. It is anticipated that the highest buildings would be located adjacent to the sea front in order to make the most of attractive views and provide a sense of enclosure along the promenade. The detailing of these facades will be particularly important as they will be visible from some distance. These frontages should not be uniform in either height or architecture. Instead, variety and rhythm will be encouraged. Buildings should become lower further north, and those adjoining the existing residential area should be a maximum of two and a half storeys, in order to blend in with the existing urban fabric.

Focal points

The corners of key buildings should be designed to function as focal points. This objective could be achieved by increasing the height of the building or adding feature windows, roof or balcony.

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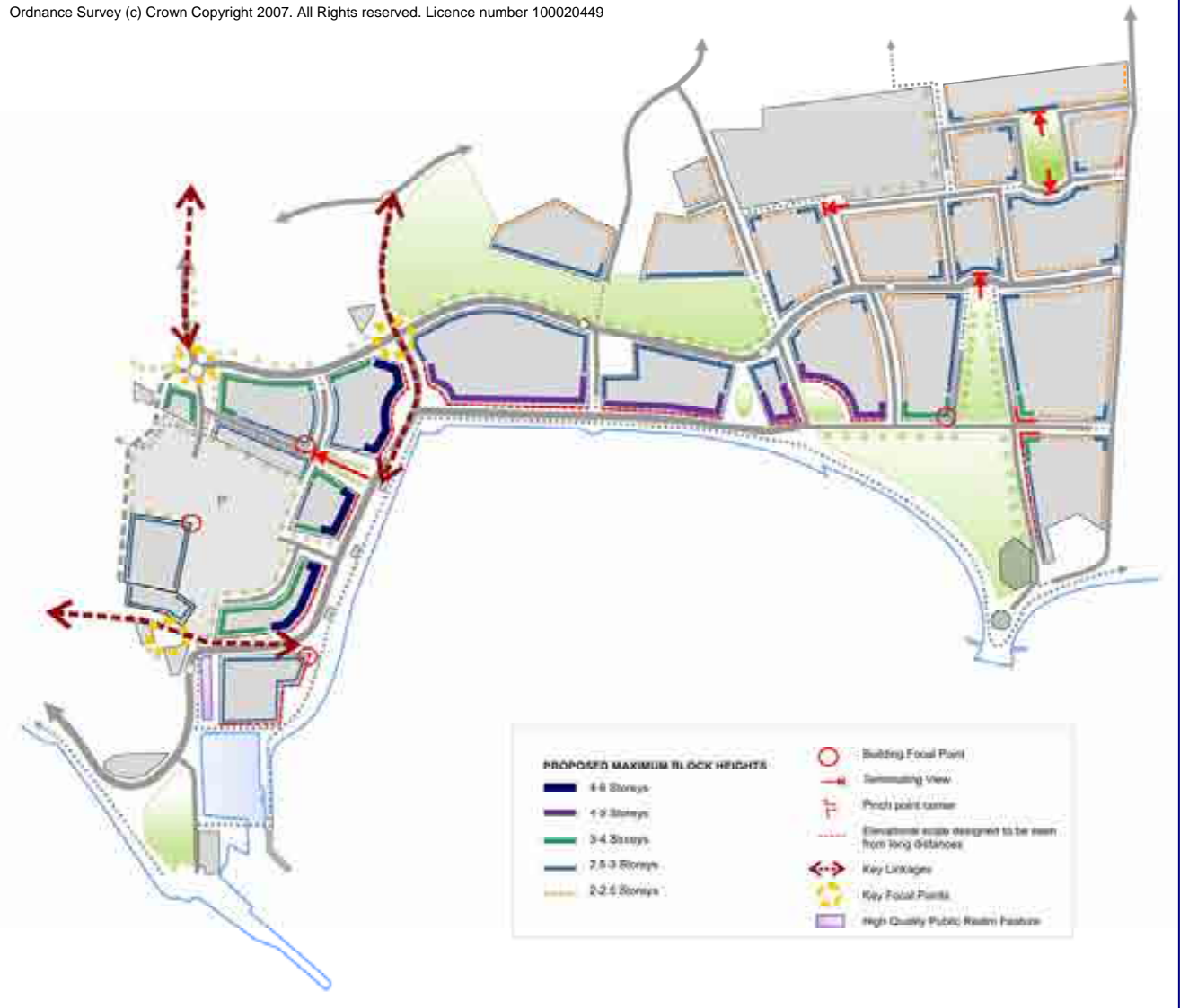


Figure 3.9- Key frontages, maximum building heights and views



3.8 Mixed use

Creating successful communities requires numerous services and facilities within close proximity to residential areas with safe and comfortable routes connecting them. There are many benefits to providing mixed uses within a development, these include: convenient access to facilities, opportunity for social interaction, greater feeling of security with 'eyes on street', more efficient use of space and buildings and increased vitality.

Mixed use development will be encouraged throughout the development, but will be particularly promoted at the locations indicated on Figure 3.10, namely:

- 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.
- Along the frontage of Sandy Bay Promenade.

In these locations retail uses, restaurants and cafes will be particularly encouraged. Where possible, uses should be mixed, not only horizontally but also vertically. It is anticipated these buildings could have retail/restaurant uses at ground/first floor level, office or live/work units on the first or second floors and residential uses on upper floors. This mix of uses will help bring life and vitality the day and into the evening.

The opportunity and requirement to include mixed-use elements within the Porthcawl Waterfront area is seen as a vital driver for the economic revival of the area, notwithstanding the fact that facilities will be required to service the existing population, tourism market and the revitalised harbour.

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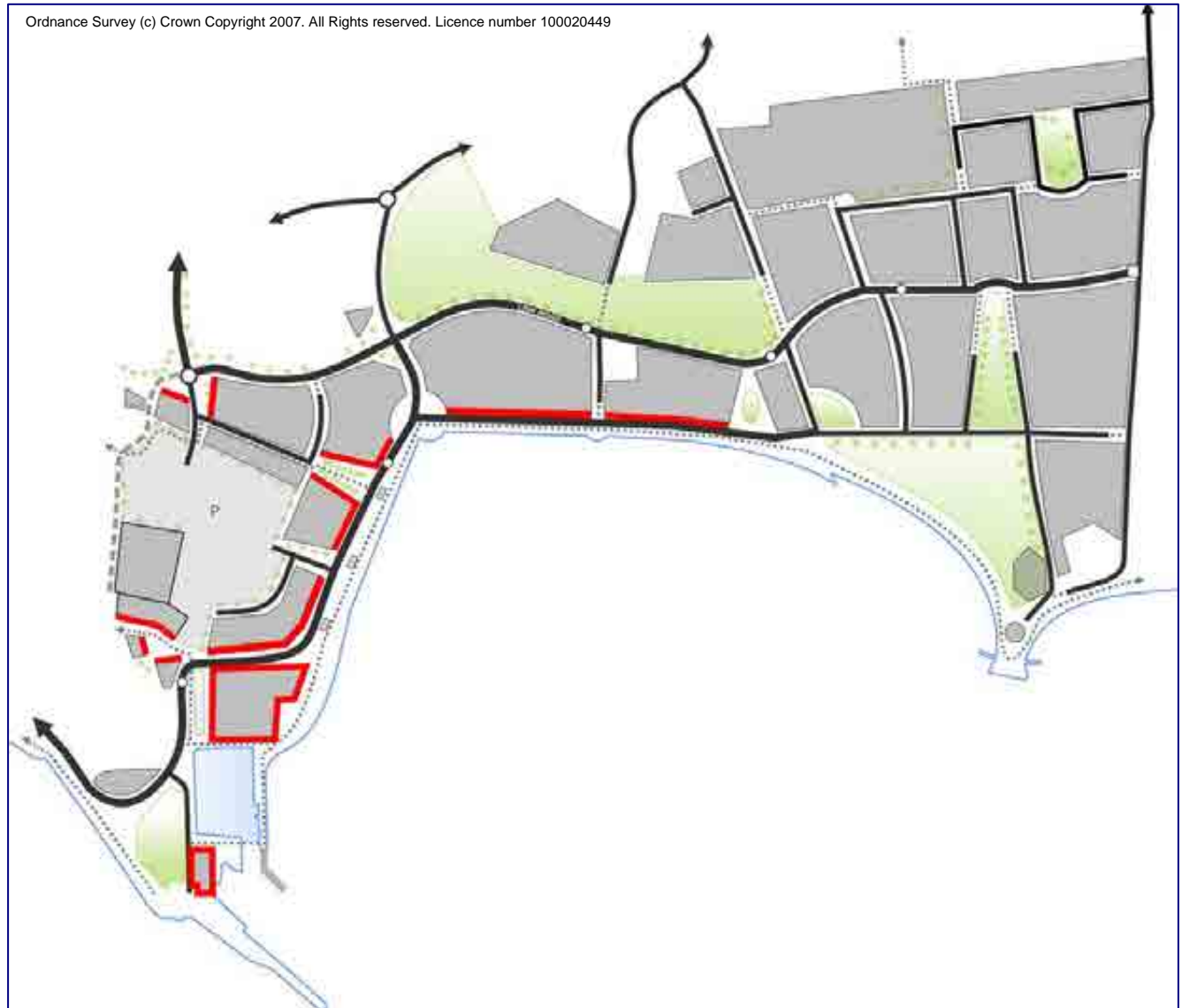


Figure 3.10 Priority areas for mixed use development



3.9 Open Space

Figure 3.11 illustrates the extent of public open space. Public open space should be used to help create distinctive sub-areas and add character.

It is envisaged that significant public spaces will be created on the foreshore and in a new central park (incorporating and extending the existing Griffin Park) which forms an arc to the north of the central leisure and residential area, thereby creating a consistent link between Rhych Point and the Eastern Promenade/Griffin Park, and also creating a visual and amenity buffer between this mixed use area and the residential zone beyond. This new Central Park could be utilised for events and activities, potentially including the fair. Planting of trees and shrubs will not be confined to these areas, but should accord with the principles set out in Section 3.13.

A significant expansion of Griffin Park, to provide amenities for the new residential area, is key to the development framework. The expanded Griffin Park is integrated into the proposed new Central Park which, in turn, leads to the Foreshore Park on the site's south-eastern edge.

Foreshore Park provides a unique green edge to Sandy Bay and a setting for the residential development around its perimeter. For the majority of the time it will simply provide a pleasant parkland area for residents and visitors to use, but it could occasionally be utilised for events.

A large linear tapered public open space/residential square should spring from the Foreshore Park and provide a “grand” setting for the residential development around the space. Elsewhere within the Eastern Residential Quarter, smaller “pocket” open spaces will be provided.

Local Areas for Play (LAPs) and Local Equipped Areas for Play (LEAPs) should be incorporated within these areas of open space. Figure 3.11 provides an indication of potential locations. This envisages a LEAP within Griffin Park and LAPs within Foreshore Park, the ‘pocket’ open spaces in the Eastern Residential Quarter and also within Griffin Park.

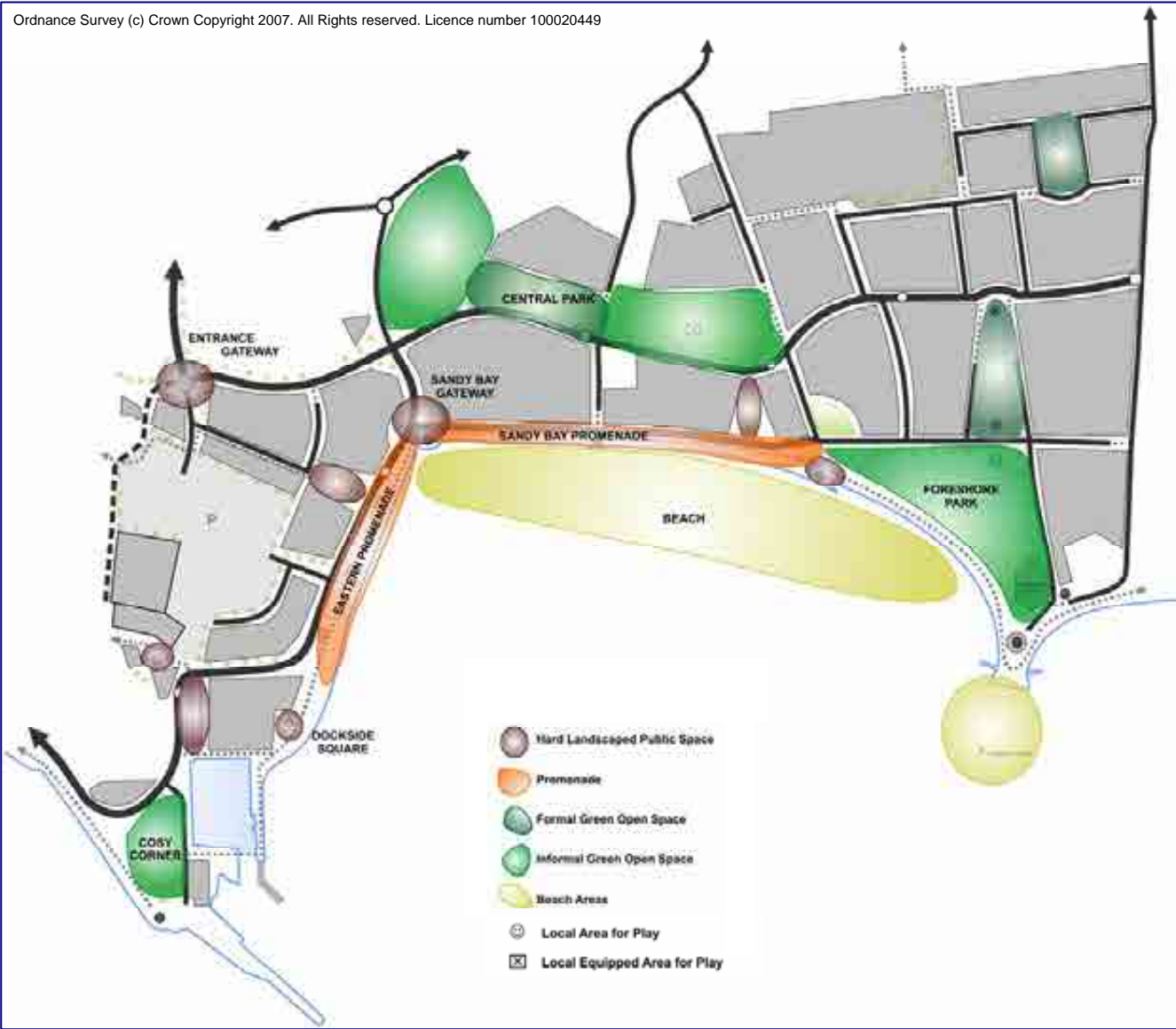


Figure 3.11 - Indicative layout to show how the requirement for public open space to be integrated into the development could be met.



The seafront should be more clearly defined by a new Sandy Bay Promenade that links to the existing Eastern Promenade that will be redesigned. Entrance gateways have been created at a number of critical areas that could also facilitate events, fairs and markets.

The requirement to raise the level of Mackworth Road between Central Park and Sandy Bay Promenade will offer an opportunity to create a distinctive link.

The open spaces are a key element and should be considered in detail as an integral part of the overall proposals. They are to be an essential component of developing a sense of place; creating high quality spaces that are functional, attractive, easy to manage and are well used.

The open space network contains a number of different types of open space, each with a different character and function. These include:

- Residential squares
- Urban squares
- Formal parks and gardens, including Cosy Corner, the Central Park and Foreshore Park
- Informal linear open spaces along the sea front.

Further details relating to individual spaces are provided in the relevant character area sections, therefore this section provides an overview of some of the key concepts.

Residential Squares

Residential squares and the other areas of open space, especially in the eastern part of the development, are envisaged to follow the following guiding principles:

- They should be simple and classical in overall form and design, contemporary in style, formal in character and high quality in finish and appearance.
- They should be predominantly grass with formally arranged trees.
- Trees species should be selected that take account of local climatic conditions and reach a sufficient height to match that of the surrounding buildings.
- Boundaries should take the form of railings, suitably designed and able to withstand the local coastal conditions. They should be located on plinths or low walls made from pennant stone or brick with reconstituted stone copies.
- Gates and entrances should be clearly legible and should be distinctive in appearance. Piers will be required. Gates should be self closing.
- Hedges should be used at boundaries with sufficient space allowed to enable growth to the designed size and ease of maintenance along both sides of the hedge.
- Areas of shrub border should be included incorporating a range of hardy perennials.
- Small areas of paving should be included to enable a range of informal recreational activities to take place.
- Where space allows, discrete changes in level should be included as an integral part of the design to provide variety. These could be sculptural in form to improve the opportunity for informal play. Raised hard edges should be used to provide additional informal seating.

Urban Squares

Urban squares, such as the areas on the western side of the development, near the town centre should take account of the following principles:

- They should have a strong sense of enclosure and should relate in shape and proportion to the adjacent form, mass and scale of the adjacent buildings.
- Open aspects to the squares should have a clear focus or view of land marks or vistas, leading people to adjacent streets and places with a clear sense of legibility.
- The spaces should be simple in overall form, layout and detail and should be designed to enable them to host special events.
- The layout and design of the squares should relate closely to the uses of the adjacent buildings and readily facilitate the use of the space by the adjacent buildings, for example for outdoor seating at cafes.
- The style of the urban squares should reflect that of the adjacent buildings and be contemporary in style and appearance.
- The squares should principally comprise hard landscaped areas. Nevertheless, they should contain trees, carefully positioned and species chosen so they are an integral part of the design; creating shade, enclosure, framing views etc. Other types and forms of planting should have a clear and integrated function. Species and cultivars chosen should be able to withstand high winds and salt.
- Paving materials should be of the highest quality with extensive use of natural stone.
- The quality of the detailing should reflect the importance and value of the urban squares and, where appropriate, it is expected that bespoke items will be required, for example kerbs, edges and street furniture.



- General lighting should be fixed to buildings with smaller scale feature and lighting included within the squares. This would include highlighting of key buildings and other focal points, uplighting to trees, within paving and street furniture and lighting to facilitate events. The lighting should be an integral part of the design and used to create excitement and drama. Lighting should be centrally controlled to be able to vary its effects as well as switch off feature lighting when not required.

Formal Parks and Gardens

There are three areas of formal parks and gardens - Cosy Corner, Central Park and Foreshore Park. Guidance on the design of these spaces is provided in the relevant character area sections.

Linear sea front spaces

Both the Eastern Promenade and the Sandy Bay Promenade are important part so the overall open space provision. Guidance on the design of these linear spaces is provided in the relevant character area sections.



Urban squares could provide opportunities for outside seating



3.10 Paving Materials

Design principles

The selection of paving materials will be an important element in defining the character of the development areas as a whole as well as in reinforcing the character of individual areas. Establishing the right high levels of quality and appearance will be critical to the overall success of the scheme.

The way the paving materials are used is just as important. Poorly designed and laid paving will not be acceptable as this will not meet the right quality objectives and will lead to long term maintenance problems.

Paving should be designed in a way which is simple in overall form avoiding unnecessary patterns. Subtle changes in unit size, material and colour should be used to add interest and definition. Paving should generally be pale grey in colour with carefully controlled darker highlights. The use of recycled and reclaimed materials will be encouraged.

Guidance on the use of materials is provided in the table opposite.

Urban Squares

Paving in the urban squares should be natural stone with granite kerbs, sawn and with a fine picked finish. Bespoke kerbs, drop kerbs and other specially shaped units will be required to improve the quality and appearance of the squares.

Residential Streets

Paving within the residential and other streets should be pre-cast concrete slabs of a standard width but variable length (e.g. 450mm wide with 600mm, 450mm and 300mm lengths) with a smooth ground or fine textured finish. Kerbs should be of a 'conservation' type with the proper use of radius, dropped and bespoke units.

Channels should be defined using channel blocks. Mews and courts should be paved using tumbled concrete pavers with conservation type kerbs and edges.

The seafront

Paving on the sea front promenade should use materials which cannot be lifted by sea water. The paving should be particularly robust in design and be capable of being cleaned and blown sand being removed easily. This approach should not mean that quality and an attractive appearance will be secondary as these are equally important.

On Sandy Bay Promenade, where there may be vehicle use, it will be important to ensure that the choice of materials is consistent with its role as a highway (for example, the use of imprint asphalt may be necessary). The road will also be subject to regular seawater inundation and must be resistant to these events. The use of locally sourced materials will be encouraged.



The appropriate choice and use of quality paving materials will add to the overall finish

Use of materials across the Porthcawl Waterfront area

	Roads	Footways	Promenade	Urban Squares/ Public Spaces	Parks	Mews	Residential Roads	Car Park
Natural Stone		✓	✓	✓				
Concrete Slabs		✓			✓	✓	✓	✓
Small Slabs					✓	✓	✓	✓
Cobbles	✓*							✓
Tarmac	✓	✓	✓		✓	✓	✓	✓
In Situ Materials			✓		✓	✓		

* Cobbles should only be used in overrun strips. The use of strip sets elsewhere will be discouraged.



3.11 Lighting

Lighting clearly has a functional role, but lighting should transform a place, creating sculpture, drama and excitement. It should be capable of creating a different night-time streetscape and extend the use of streets throughout the day. It should be seen as an integral part of the streetscape and considered in conjunction with buildings, streets and spaces and all other streetscape elements. It should also provide visual stimulation and be used for orientation and legibility. As with all street furniture the lighting should either be hidden or flaunted.

Key design principles

Proposals for lighting designs should take account of the following overarching design principles:

- Lighting should reflect the function of the place.
- The lighting design should consider lighting from other sources such as shop fronts and flood lit buildings.
- Light pollution should be reduced through the selection of the fittings and management of non-essential lighting, for example through the use of timers to switch off feature lighting.
- White lighting and energy efficient lighting should be included as standard.
- The daytime effects of columns, fittings, controls and cabling should also be considered and adverse effects minimised through location and positioning, design of equipment and colour.
- Light fittings should be fixed to buildings wherever possible to reduce the clutter of street furniture;
- Simple, stylish and contemporary columns and fittings should be used throughout.
- Lighting columns should be multi-functional and should therefore include fixings that allow for the hanging of banners or hanging baskets.

- Highlighting of key buildings will be required to emphasise their importance and improve legibility.
- Higher levels of lighting will be required on all the key pedestrian routes to encourage their use.
- Lighting should be an integral part of public art; through the lighting of art work and the lighting itself being part of artworks.
- A co-ordinated suite of lighting components is required.
- The provision of control equipment should be consistent with the principles set out in section 3.12 in relation to street furniture.

Commercial Core and Western Residential Quarter

Lighting in these areas should be bright, dramatic and designed to encourage evening use of the area. Lights should be predominantly building mounted. Smaller scale lighting should be used to emphasise key points, entrances and features and provide interest at a pedestrian level. Key buildings should be lit.

Eastern and Residential, Leisure and Commercial Quarters

Lighting in these areas should be predominantly column mounted. It should provide discrete lower levels of lighting which is not intrusive but provides a good general standard which is above the minimum standards. Lighting column should be tapered in slope with simple contemporary lanterns designed as a co-ordinated unit. They should be aluminium or pale grey in colour.

The lighting in the residential squares should be designed as an integral part of the space. Columns should be used to emphasise the formality of the spaces but without dominating them. Columns should be the same as those used in the Eastern Residential Quarter.

The Harbour

Guidance on lighting for the Harbour area is set out in Section 2.



Lighting should be used to add interest to urban squares and other spaces



3.12 Street furniture

The use of street furniture requires co-ordination and integration both with the style of the existing town, in particular the sea front, and with the design of the new development area as a whole. Its use should be carefully managed and should be either hidden or flaunted. It should not mask local character but will be a vital element in defining the place.

Key design principles

Co-ordinated designs for the installation, management and maintenance of street furniture will be essential. The following key principles should be applied:

- Street furniture should be used to present a clear visual logic and superfluous furniture should be avoided.
- Spaces should be designed so that their functions are clear and the need for signs, barriers and other street furniture are minimised.
- Signs, traffic signals and lighting should be located onto buildings and walls where possible, or at the back of footpaths.
- A co-ordinated suite of furniture is required based on the materials of stone, stainless steel and timber. Timber should be a temperate northern hemisphere hardwood from a managed source.
- Designs should be simple, elegant and appropriate to context.
- Where appropriate, opportunities should be taken to include public art within the design of street furniture.
- Street furniture should be robust, easy to repair and capable of withstanding the local coastal conditions.
- Street furniture should be designed to deter anti-social behaviour.

- Elements such as service inspection boxes should be hidden in the landscape or building edge. Where it is essential that items are positioned in the open then each item's design should be carefully selected for the particular space.
- Segregated recycling bins should be provided in order to promote the achievement of recycling targets.
- The use of recycled and reclaimed materials in street furniture will be encouraged.

Seafront

Seating along the seafront should be integrated with the street furniture of the existing promenade (for example by picking up on the blue colour theme), be well designed, easy to maintain and sufficiently robust to deal with the coastal conditions and likely heavy use. Where appropriate, additional seating should be provided on low walls and steps.

Litter bins should be enclosed with side access points. The number and size should be agreed with the Local Authority so there is sufficient capacity for busy periods. They should be located in positions which mean they are easy to use without being visually obtrusive or block footpaths. Other street furniture on the seafront should be minimised.

In respect of the erection of kiosks and beach huts, careful consideration will be given to maintenance agreements with lessees/occupiers and to colour palettes and materials to be used in construction.

Eastern and Residential, Leisure and Commercial Quarters

There should be no street furniture within the residential streets unless there is a clearly demonstrated need for it. Seating, litter bins and the like should all be contained within the open spaces.

Commercial Core and Western Residential Quarter. These areas should be a focus for well designed seating and other street furniture, which provides sufficient capacity to suit the more publicly accessible locations.



Benches and other street furniture should be carefully positioned so they do not obstruct key pedestrian routes.



3.13 Planting Design

Planting should be designed as an integrated part of the scheme design and not as an after-thought. Planting should make a positive contribution to the design of the streets and spaces, providing structure, form, enclosure, colour and diversity.

The ownership and subsequent management of all planting should be established from the outset. Wherever possible those responsible for the on-going management should be involved in the design process. Standardised maintenance techniques should, however, not be allowed to stifle creativity in the planting design or prevent maturing plants achieving their design intention. For example, all shrubs should not be clipped in the same manner as this destroys form, shape and flowering abilities of plants.

Key design principles

Designs and proposals should be in line with the following key design principles:

Objectives and management

- The planting should be designed with the long term objective in mind.
- There should be a clearly developed management plan which includes statements covering the design objectives to ensure these are carried through into the various maintenance operations.
- Management plans should identify planting areas to be removed and replanted where shorter lived plant species have been used.

Design and maintenance

- The planting design should avoid random patterns and small areas of planting which have no purpose or do not relate to other features.
- Mowing regimes should be determined taking into account the area's function and the potential for

habitat creation eg. wildflower meadow establishment in areas where close mown swards are unnecessary. Small patches of grass which are difficult to establish and maintain should be avoided. The treatment of grassed edges and the relationship with other surfaces should be considered to ensure ease of maintenance.

- There will need to be a balance achieved in the size and density of the plants at the planting stage to achieve rapid closure over soils whilst avoiding overcrowding in the long term which cannot be managed.
- A qualified Landscape Architect experienced in the design of planting schemes should be employed to prepare the planting schemes.

Existing Features

- Ensure that features with established ecological or landscape value are retained where feasible at the design stage and protected throughout the site clearance and construction process. The sensitive incorporation of these features can help to give a distinct identity giving the development a sense of instant maturity.
- Important landmarks, views and skylines, both existing and new, should be respected when determining planting layout.

Species

- The planting design should give particular regard to the coastal location and only suitable species should be used to achieve a higher rate of successful establishment.
- A clear understanding of the biodiversity of the site should be achieved requiring an on site ecological survey by fully qualified Ecologist.
- All new planting stock should be from a reputable source and of a high specification. These should be of local provenance to ensure integrity of the planting stock and maintain biological diversity;

- Species chosen must also be appropriate to their intended function and growing space taking into consideration their vigour, form and ultimate size.
- Deciduous trees should be used to provide shade in summer and allow for sunlight to filter through in winter. Species should be chosen to create variety through seasonal changes in foliage.
- There should be a preference for planting advanced nursery stock within hard surfaces.
- Local soil and ground conditions should be considered in detail with the planting design covering the use of soil conditioners to retain soil moisture and to improve plant establishment.



Plants should be carefully selected to ensure they are appropriate for the climatic conditions.



Consideration should be given to maintenance requirements at an early stage.



Siting

- Planting should be designed with personal security issues in mind especially at or around car parks and bus stops where people are waiting and alongside pedestrian routes to lessen the fear of attack.
- Planting should be used to soften the visual impact of parked cars, perimeter walls and fences and large areas of paving. It should also be used to provide visual contrast to buildings and screen unsightliness and provide privacy.
- The design of spaces and the locations of trees should take precedence over the location of underground services. However, the location of trees should take into account the need to ensure adequate CCTV coverage.
- The planting should be designed in a way which responds to buildings, boundaries, roads and other features to form a clear and strong structure.
- Planting should emphasize main access routes, create focal points at changes in direction and add interest to vehicular, pedestrian and cycle routes.
- Raised planters should be avoided unless for the specific use of the disabled to facilitate access to the plants.
- Avoid excessive overshadowing of buildings by placing trees away from southerly elevations in particular.
- Planting should provide shelter from uncomfortable cold draughts particularly cold northerly winds and strong prevailing winds from the west and south west.
- Where space is too restricted for other types of planting, climbing plants should be used to improve the appearance of an unsightly boundary feature and where prevention of graffiti is desirable.

In addition, biodiversity enhancements such as green roofs or roof gardens will be encouraged. In particular this could include:

- Roof gardens within the higher density residential areas;
- Roof gardens or green roofs for the food store and potential leisure buildings; and
- Roof gardens within the mixed use development areas, for example along the Promenades.



3.14 Public Art

Public art will be required to make a significant contribution to developing character, identity and a sense of place. It should be used to enhance the experience of the place, and used for orientation and identity.

The development requires a comprehensive and integrated range of public art which can be used to bring people into places and lead them through to others. It should add a sense of quality to the place.

Potential locations for public art include:

- At regular intervals along the Sandy Bay Promenade and the Eastern Promenade.
- Within the design for the residential squares.
- At Dockside Square.
- At the key vehicular entrances to the Porthcawl Waterfront area (Entrance Gateway and Sandy Bay Gateway).
- Adjacent to the new food store on Dock Street.
- At the easterly and westerly extremes of the site.
- Potentially as an integral part of the design of beach huts.

The following key principles should underpin all proposals:

- Public art should build on local historic and nautical themes.
- The public art will need to embrace a wide range of activities by artists that are accessible to the public.
- Artists should have a secure role in the design team which encourages and supports creative thinking.
- Artists should be involved at the earliest stage.

- The public art will have a collaborative and integrated approach with urban designers, architects, engineers and landscape architects.
- Public art will need to involve and gain the support of the existing and new local communities including residents, young people, schools and colleges to foster greater awareness of the role and importance of public art and to encourage engagement, a sense of ownership and appreciation of the work.
- A series of locations for freestanding sculptures have been identified. In addition the public art role will also be effectively employed to enhance other elements within the scheme or be integrated with them to provide multiple functions e.g. street furniture, lighting, landscaping, glass work, paving, and cycle stands.
- Public art should address local stories, history and themes.
- Public art shall promote quality and innovation, promote equality of opportunity, encourage cultural diversity and address social exclusion.
- Public art should also, where appropriate, be functional, for example through inclusion within the design of street furniture or structures such as beach huts.
- The public art should have a local, regional and national significance.
- It should build on both the existing local character and the new character of the development.



Example of how beach huts could be designed to also function as public art



Lighting could be designed as part of the public art strategy.



3.15 Natural Surveillance

Natural surveillance is often considered a foundational principle within a development to make it successful. Streets, squares, open spaces and garage forecourts are all areas where users should feel safe and secure. Therefore it is paramount that these spaces have 'eyes' overlooking them from ground level and from higher up. Naturally overlooked spaces discourage potential offenders from committing crime. If a person feels safe then it is a more attractive place to live.

It is therefore essential that the all spaces, be they public or private, are overlooked (even if these spaces are covered by CCTV). There are a number of ways in which this can be achieved.

Residential Roads:

To achieve good natural surveillance along residential roads it is essential that:

- properties do not turn their backs on the road;
- properties are not set too far back from the edge of the pavement. A reasonable distance would be around 2 metres;
- if properties are built up to the pavement or road, consideration must be made for the privacy of those inhabiting the building. Often larger, full length windows end up being permanently covered by curtains or blinds and therefore negating the overlooking; and
- in some cases balconies or Juliet balconies can be provided on upper floors to bring the residents out and provide overlooking. This can also have the effect of enriching community spirit.

Squares/Courtyards/Open space:

Depending on the uses that surround these spaces natural surveillance can be achieved in various ways. Within more commercial spaces, for example along the Eastern Promenade, around the foodstore and within the

Sandy Bay Promenade area, natural surveillance can be achieved through:

- Mixing uses (for example having uses that open during various hours of the day) can create natural surveillance for almost 18 hours of the day.
- Providing residential accommodation on upper floors gives some surveillance during hours that the commercial uses are closed.

Within residential areas, for example adjacent to the residential squares and open spaces:

- It is essential to have properties facing the open spaces.
- Providing children's play equipment within larger squares help to create vitality which, in turn provides surveillance.
- Use of balconies and Juliet balconies bring people out of their houses to provide surveillance.

Parking Courts

Providing natural surveillance is often difficult within parking courts. Car owners should always be able to see their cars from their property. Parking courtyards are often located at the rear of properties, which often provide a haven for thieves. Good surveillance of parking courts can be achieved through:

- creating large fenestration from habitable rooms in the rear of buildings;
- incorporating flats above the garages and locating other residential units so that they front onto the courtyards; and
- effective use of soft and hard landscaping which helps to distinguish between private and public areas.

CCTV

CCTV cameras should also be integrated within the development. Key locations will include the harbour, the food store, in the car parks and along the coastal routes, potentially including Foreshore Park.



Open spaces should be well overlooked to provide increased natural surveillance.



3.16 Refuse Storage

The storage of rubbish or wheelie bins is often difficult to incorporate well into the design of developments without compromising on design quality. There are a number of issues that arise when dealing with refuse storage, these include visual impact, separation of waste and recycling, access, pollution and safety.

The visual impact that waste bins and bags have on the landscape and on residential, shopping or commercial areas can be great. They are often kept at the front of houses/properties for ease of use and can therefore become part of the fabric of a frontage/street.

Due to the changing way in which waste is dealt with there is pressure to separate waste into recyclables and non-recyclables before it is collected. Therefore one household may have more than one storage bin. This creates even more pressure to achieve enough storage without compromising quality.

Design Principles

Bins should be stored in covered units, be it all together in one space or outside each property. The covered/enclosed storage space must be incorporated into the design of the building, for example, as part of a garage block, a lean-to extension to a building or an enclosed wooden unit. The photographs opposite show how this can be achieved.

Access is also very important. Users of the waste facility should be able to access them safely and conveniently. This is also true for collections. Ease of access to the storage areas should be achievable from main roads. The collectors should not have to pull wheelie bins for a long distance to empty them. A good location for bin storage is near to an entrance of a block or an area that has a convenient and quick link to a main road.

Pollution and safety are major concerns when dealing with gathered waste. It is likely that odours and vermin can gather in these areas therefore good ventilation of the facility is necessary to reduce the impact of odours. It is also suggested that the storage be as enclosed as possible so as to restrict access to vermin. Materials used should be fire retardant to reduce the chances of fire.



Examples of effective bin storage.



3.17 Sustainability and Energy Efficiency

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).

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 research, development and innovation in building technologies could have a profound impact on the emissions attributed to buildings and increase climate resilience.

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 cm 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.

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 Welsh 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 that 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; and
- Reduced energy consumption.

TAN 8 – Renewable Energy indicates that, as well as developing new sources of renewable energy which are essential to meeting the targets set by energy policy, the Welsh 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.

TAN 12 – Design indicates that local planning policies and guidance in relation to housing design should aim to promote energy efficiency. The Welsh Assembly

Government (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.

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 (Welsh Assembly Government aspiration of 2011 in Wales) ; and
- European Directive: Energy Performance of Buildings.

Design Principles

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 Welsh Assembly Government 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.

Whilst 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.

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 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.

Developers will be expected to 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.

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 many not be as effective and can look un-coordinated.

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 BCBC. BCBC will look favourably on such proposals.

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.

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.







4. Section 106 Contributions

Purpose of this Chapter

This section provides a justification for contributions to be sought via a Section 106 agreement. It is intended to give developers a clear overview of the contributions likely to be sought. Overall, this section aims to provide transparency which will help to ensure that the process of negotiating contributions will be as smooth as possible.

Planning Policy Wales clearly defines the purpose of planning obligations or, as they are more commonly referred to, Section 106 Agreements. The document sees the key elements of these arrangements as being:

- useful for overcoming obstacles which may otherwise prevent planning permission from being granted;
- possibly coming in the form of contributions from developers which may be used to off-set negative consequences of development; and
- useful to secure benefits which will make development more sustainable.

When granting planning permission, local planning authorities may seek to enter into a planning obligation with a developer to:

- restrict development or use of the land;
- require operations or activities to be carried out in, on, under or over the land;
- require the land to be used in a specified way; and
- require payments to be made to the Authority either in a single sum or periodically.

However, while planning obligations may be an opportunity for local planning authorities to obtain benefits or actions that would otherwise not come about through the private sector or 'open market', they do not provide the opportunity for them to simply create a 'wish list' by which to hold developers to ransom. Planning obligations should only be sought where they are:

- necessary;
- relevant to planning;
- directly related to the proposed development;
- fairly and reasonably related in scale and kind to the proposed development; and
- reasonable in all other respects.

In essence, while planning obligations provide the opportunity to enable the delivery of certain benefits, these benefits must be seen to be reasonable and necessary. Further details on this matter, including topic headings for possible planning agreements are set out below.

The original SPG contained, at Appendix Four, a summary of the planning obligation requirements that then applied.

Since the original SPG was approved there have been a number of policy developments that will impact on the detailed content of any Section 106 Agreement for the Porthcawl Regeneration Area. These include:

- SPG in respect of affordable housing;
- SPG in respect of climate change;
- design of sea defences; and
- examination of off-site highway works.

There have also been changes to the proposed design of the scheme which will impact on the way in which contributions are calculated and negotiated. These include:

- a reduced marina;
- more housing; and
- a larger foodstore.

Detailed work has been undertaken to work through the calculation of the developer contributions that will be required. In the event of development proceeding in phases, it will be essential for the early phases to bear their fair share of the costs arising under the following headings, and Section 106 Agreements will be required to secure this.

Obligations will arise under the following heads:

- Affordable housing – on site provision.
- Education – provision for primary facilities and contribution to the expansion of secondary facilities.
- Facilitating Infrastructure – this includes sea defences, the harbour project, remediation and ground stabilisation works and site management. Some of these elements may be covered by condition, including the possibility of Grampian conditions once the procurement process for some of these elements has been firmly established. (A Grampian condition typically states that a development may not proceed until specified off-site works have been carried out).
- Library – a contribution to the cost of a new Library building.
- Youth facilities/community meeting places/cultural facilities – contribution to costs.
- Sports facilities – contribution to off-site provision.
- Transport infrastructure – provision of off-site highway improvements, including pedestrian and cycle route links, and phased management of parking arrangements.



- Beach management – commuted sum contribution for Blue Flag status.
- Public art – provision in accordance with section 3.14, the character area statements and an overall strategy for public art in the Porthcawl Waterfront area.
- Public open space (management), play equipment and CCTV.

As the scheme is further worked up, the above requirements will be developed into detailed heads of terms that would be attached to planning consents as the basis for a comprehensive Section 106 Agreement.

Furthermore, it is important to understand that within the Porthcawl Waterfront area, developers will be required to provide facilities in accordance with this SPG, including harbour works, the diversion of the Portway, the new and improved Esplanades, the town centre car park, and public open spaces. These will be secured where appropriate by planning conditions.

In order to integrate these issues in a considered manner, developers will be required to submit sub area masterplans for discussion and approval prior to the submission of reserved matters applications. In association with this process, there will be a requirement for regular and scheduled discussions on design with the local planning authority and its advisors. These requirements will be included in the section 106 agreement."



5. Next Stage – Implementation

Prior to the adoption of this document as SPG, a draft document was subject to public consultation and was also presented to the Design Commission for Wales for comment. Both the public consultation exercise and the observations from the Design Commission 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 therefore 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; and
- 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.





Appendix A - Planning Policy Context

The 2004 SPG provided a review of planning policy. However, planning policy has evolved since the time of writing the original SPG hence this section supersedes section 2.2 from the 2004 document.

The following paragraphs provide a summary of the primary planning policies at national and local level against which new development would need to be assessed. It is recommended that reference should be made to the original policy documents in preparing development proposals.

National Guidance - Planning Policy Wales (PPW)

PPW was published in March 2002 and sets the context for sustainable land use planning across the country, within which UDPs are to be prepared and development control decisions are to be made. *(Note this guidance emerged before the 2004 Act replacing UDPs with Local Development Plans).*

Sustainable development

The concept of sustainable development is central to PPW, which suggests that it will be achieved by pursuing the 4 objectives of:

- social progress which recognises the needs of everyone;
- effective protection of the environment;
- prudent use of natural resources; and
- the maintenance of high and stable levels of economic growth and employment.

The development framework for the Porthcawl Waterfront area has followed those objectives and they should also be at the heart of detailed proposals put forward by developers.

Preference for previously developed land

PPW states that previously developed (brownfield) land should be used in preference to greenfield sites and that their re-use will promote sustainability objectives. Such sites include: those which will facilitate regeneration for existing communities or vacant or under-used land, commercial property or housing in and around existing settlements. The greatest proportion of the Porthcawl Waterfront area has been previously used, albeit for a variety of purposes, such as docks and caravan sites. Hence the proposals set out in this document are in line with this guidance.

Sustainability and good design

Section 2.9 of PPW states that good design should be encouraged everywhere and be the aim of all involved in the development process. Good design, or the design process, should: promote efficient use of resources, including the land itself, acknowledge the benefits mixed use developments can bring, especially where flexibility and adaptability are built-in and:

- maximise energy efficiency;
- minimise the use of non-renewable resources and the generation of waste and pollution;
- ensure high environmental quality and design-in landscaping;
- design-in inclusive accessibility and design-out crime;
- extend to parking and movement routes; and
- where appropriate, promote and retain local distinctiveness in material use and site layout and create a sense of place .

This document extols the objectives set out above. Whilst PPW states that high quality design of buildings and space should be required by local planning authorities, it emphasises that prescription of architectural styles should not. This document is not prescriptive in nature but does set out clear guidance

and strong principles on high quality design that developers will be required to adhere to.

Conserving and improving the coast

The Assembly Government objectives are to:

- promote the conservation of landscape and biodiversity, particularly native wildlife and habitat conservation;
- ensure Welsh action contributes to meeting international responsibilities and obligations; and
- ensure statutorily designated sites are protected and managed and protected species safeguarded.

While there are no designated sites within the Porthcawl Waterfront area, there are some close by, so consideration has been taken to ensure that indirect impacts are both limited and acceptable.

Housing

PPW (as amended by Ministerial Interim Planning Policy Statement 01/06) sets out the Assembly Government's objectives for:

- homes that are in good condition, in safe neighbourhoods and sustainable communities; and
- greater choice of housing types and locations, recognising the needs of all people, including those needing affordable or special needs housing.

PPW notes that the Assembly Government wishes to ensure that new housing and residential environments are well designed, environmentally sound and significantly contribute to community regeneration and an improved quality of life. In addition, the overall result of housing development should be a mix of affordable and market housing retaining and, where possible, enhancing important landscape and wildlife features. Large areas



of housing with monotonous character should be avoided.

The guidance in this document endorses the objectives of PPW in that local planning authorities should promote:

- mixed tenure communities;
- development easily accessible by public transport, walking and cycling;
- mixed use development to ensure good access to employment, retail and services;
- attractive landscapes around dwellings, useable open space and regard for biodiversity, nature conservation and flood risk;
- greater emphasis on quality, good design and creation of safe and attractive places to live;
- construction of low environmental impact housing which maximises energy efficiency, minimises fossil fuel energy use and renewable energy where appropriate;
- the efficient use of land and well-designed living environments with, where appropriate, higher densities; and
- homes which are flexible and can cater for people with a wide range of disabilities.

Attention has also been paid to the desire that large-scale housing should be accompanied by open space reasonably related in scale and location to the development and integrated with existing or new industrial, commercial and retail development and community facilities. Care has been taken to follow the advice that new housing should be well integrated with, and connected to, the existing settlement patterns and nor should it damage the character or amenity of the area. Well-designed high densities can conserve land, but careful consideration should be given to the residential amenity of the scheme and surrounding properties.

Technical Advice Notes

The Welsh Assembly Government has published a series of topic-led Technical Advice Notes (TANs). Development proposals should take particular heed of the following TANs in respect of regeneration proposals:

- TAN 2: Planning and Affordable Housing;
- TAN4 Retailing;
- TAN5: Nature Conservation & Planning;
- TAN8: Planning for Renewable Energy;
- TAN11: Noise;
- TAN 12: Design;
- TAN 14: Coastal Planning;
- TAN15: Development & Flood Risk;
- TAN16: Sport & Recreation; and
- TAN 18: Transport.

Bridgend Unitary Development Plan

While national planning guidance can provide a general overview with regard to certain development areas, it is left to local planning policy to provide additional detail and clarity in relation to specific sites.

The UDP for Bridgend County Borough was adopted on 12th May 2005. It is, according to PPW, intended to provide a firm basis for rational and consistent decisions on planning applications and appeals within the County Borough.

The UDP contains general policies that apply throughout the Borough, and attention should be paid to them. In addition, in Part 2 of the UDP there are a number of policies that are specific to Porthcawl. The following section provides an overview of those that are particularly relevant to this site.

Policy REG3: Regeneration Sites

This states that *“The comprehensive development of [Land between the Harbour and Trecco Bay, Porthcawl]*

...is proposed as part of the regeneration of their respective areas or for appropriate mixed-use schemes. The implementation of each will therefore be in accordance with a development brief and / or appropriate planning/highway agreements. These must be agreed with the County Borough Council before development commences.”

The supporting text states that Policy REG3 supports the development of appropriately located tourism, leisure, entertainment and commercial activities and new accommodation facilities as part of proposals for the comprehensive redevelopment of Hillsboro Place, Salt Lake, Coney Beach and the Sandy Bay area of Porthcawl. It is expected that a phased approach will be used. It states that supplementary planning guidance in the form of a development brief will be prepared, in consultation with existing owners and occupiers and the public, which will detail the planning and design requirements of the site, and that is the purpose of this document.



The extent of the regeneration areas, as defined in the UDP



The UDP goes on to say that the tourism/leisure/entertainment elements of the development should reflect the wider objectives of Policy TM7, which will include tourist accommodation to make the resort of Porthcawl more attractive to visitors and extend the season. The new commercial activities will include retail development, in accordance with Policy R8(5). The general needs residential allocation will be referenced by Policy H1(58). Overall, this policy recognises that the redevelopment of this important area of Porthcawl will contribute significantly to revitalising the resort as a major tourist destination in South Wales.

Policy H1: Location of housing development

This policy allocated the Porthcawl site 800 dwellings in the period up to 2016: H1(58) Porthcawl Regeneration Scheme. The supporting text notes that this will provide the opportunity for the Council to secure the appropriate level of relevant infrastructure requirements, improvements to local facilities, and/or improvements to the local transport network with developers/landowners, in accordance with Policy 22 in Part 1 of the UDP. This new guidance indicates why and how a figure higher than 800 dwellings can be accommodated.

Policy TM7: Tourism & Leisure Attractions in Porthcawl
Initiatives and schemes which support the further enhancement and development of Porthcawl as the County Borough's major tourist resort will be favoured. The development framework described in this report therefore aims to provide a context within which proposals of this nature can come forward.

Tourism projects in Porthcawl will be supported where they contribute to the Regeneration Strategy objectives, as follows:

- to make the resort of Porthcawl more attractive to visitors and extend the season;
- to raise business confidence and encourage private sector investment;
- to maximise visitor spend and job creation;

- to market the resort effectively to its core family market, whilst developing new markets with growth potential;
- to improve the linkages between the key elements of the resort;
- to strengthen the appeal of the shopping centre and to improve its competitiveness; and
- to improve access to the resort.

Policy EV15: Development in the coastal zone

Development within the coastal zone will be permitted only if, inter alia:

- a coastal location is necessary for the development; and
- the proposal satisfies a number of detailed criteria relating to coastal character, visual intrusion, siting, scale, form, materials and detail, archaeological interests, noise, air, land or water pollution, flooding or erosion risk, habitats and species, geological or geomorphological importance.

The coastal zone in Porthcawl is defined as being between the low water mark on the seaward side and, on the landward side, any developed areas of Porthcawl which are visually and physically continuous with the coast, and which portray strong maritime characteristics and associations, such as the existing holiday caravan parks and the sea-front areas of the resort.

The UDP supporting text states that new coastal developments will not be permitted where they entail the construction of large scale engineering works to protect them on land subject to sea-erosion, or to defend land which might otherwise be susceptible to inundation. This may introduce undesirable and alien features into the much-valued coastal scene and could transfer the risks of inundation to other areas. In case of new coastal defence works, the Council will take into account all potential on- and off-shore environmental effects of

proposed works which are subject to planning consent. The off-shore environmental impacts, together with factors such as the potential visual and physical impact of new development, will be particularly important where proposals are considered by the Council within the developed area of the Coastal Zone (Porthcawl). The County Borough Council resolved in 1998 to prepare a Management Plan for the Coastal Zone.

Note: A Shoreline Management Plan (SMP) was prepared in 2001 for Swansea Bay, including the whole of the Porthcawl coast. Shoreline Management Plans set out to produce sustainable policies for the coastal defence of our shorelines taking into account natural coastal processes and issues relating to the environment and human needs. Coastal defence is the protection of the coastline from erosion and flooding by the sea. Porthcawl is very exposed to flooding and coastal erosion and because of its social and economic importance, the strategy for the town is to "hold the line", which means that the defences will be subject to regular review and enhancement to ensure protection is of an adequate standard.

Policy T18: Proposed Park and Ride facility serving Porthcawl

The UDP states that a bus-based Park and Ride facility will be provided to serve the future needs of Porthcawl. Its location will be selected with a view to optimising the sustainable tourism, transportation, social, and environmental objectives of the regeneration strategy to be prepared for the town.

The supporting text states that the Park and Ride facility should preferably be on a brownfield site, located within, and/or in close proximity to, the Regeneration Area.

Policy SC5: General provision of education facilities
Education facilities will be permitted at the following locations: SC5(8) land adjoining Newton Primary School, Newton, Porthcawl. The development framework therefore allocates land for a potential extension to the



school or creation of a new school as an important part of the overall master plan.

Policy R1: Protection of the Retail Hierarchy

Policy R1 states that new retail development should be concentrated in the town centre unless it is to serve new housing or development areas. Within the regeneration proposals, no specific allocation of land for retail purposes, outside the town centre, has been made. However, limited retail activities may prove acceptable, as part of mixed development, close to the sea front and harbour area, and within the residential area, provided it would comply with policies R9, R10, and R11.

Policy R2: Nature of retail development in commercial centres

New retail development within the town centre established commercial area will be permitted where this will sustain or enhance the range and quality of shopping provision and the vitality, viability and attractiveness of the town centre and be in keeping with the scale and character of the existing town centre.

This policy will be particularly important to control the proposals for the new foodstore, to the east of John Street, and other retail development between the store and the town centre.

Policy R8: Key Retail Redevelopment Sites

Policy R8 states that the regeneration of established commercial centres through the refurbishment or redevelopment of key sites and buildings for retail, other commercial and complementary leisure uses will be favoured, provided that the development is in keeping with the scale and character of the centre. The Hillsboro Place car park and adjoining land in Porthcawl are identified as a particular opportunity.

The UDP notes that deficiencies in food shopping provision have been specifically identified in Porthcawl and many residents of Porthcawl travel to Bridgend for their grocery shopping and in so doing generate a large number of additional car journeys. The allocation of the

Hillsboro Place Car Park site for a new large-scale convenience retailing store, together with a smaller element of comparison goods will help to redress this imbalance.

Policy EV33, Development Affecting Listed Buildings, seeks to avoid development that would either harm or adversely affect listed buildings or their settings. This policy is particularly relevant in considering proposals for the area around the harbour, which will be the focus of regeneration. This policy is supplemented by *Policy Ev35, Use and Repair of Historic Buildings*, which states schemes which maintain listed buildings and buildings of local architectural or historic interest in optimum use and in good repair will be favoured. This policy may be relevant in respect of proposals for the Jennings Building.

Policies EV37, EV38 and EV40 all govern impact of new development on conservation areas. The Porthcawl conservation area includes the Harbour and Dock Street areas which are within the boundary of this SPG. However, there is a need to consider the impact of proposals outside conservation areas on such areas (EV37). EV38 seeks to maintain the character of conservation areas through sensitive design, and EV40 seeks to encourage necessary highway works in conservation areas to conserve or enhance those areas.

Supplementary Planning Guidance

BCBC's Supplementary Planning Guidance on Climate Neutral Development, published for consultation in 2007, is also a key document. It has the following objectives in securing sustainable development:

- to ensure that development maximises the opportunities for 'green' communications;
- to ensure that the useful life of development is maximised;
- to make the best use of scarce resources;

- to ensure that development minimises future energy use for heating and cooling; and
- to ensure that development can accommodate future climate change.

It sets out the background to climate change and the need to reduce impacts of new development on the environment. It also provides advice on the advantages of climate neutral development. The principles of sustainable development are explained, and specific measures suggested, that should be applied to new development. In addition, measures to generate power at the neighbourhood and domestic level are given.

All new development will be expected to accord with the concepts set out in the draft SPG. The desire for sustainable development is most apparent in Porthcawl because of its location on a soft, eroding coast and its susceptibility to the effects of sea level rise and storminess. The concept proposals within this document have considered the likely exponential sea level rise, at least to 2110.



Appendix B - Summary of Transport and Access Strategy

The Requirements

This section provides a single listing of the generic requirements that would be applied for transport and highway reasons to any potential development that may be proposed at Porthcawl Waterfront. Summary rationale for individual, or groups of, requirements are given throughout the listing.

Whilst the Design Code and Land Use Guidance and the Transport and Access Strategy contain a high level of detail, the requirements are proposed because a developer may choose to submit a planning application for a different quantum or mix of development from that currently envisaged. The requirements, being generic, can be applied in any subsequent development scenario.

Access Requirements

The generic requirements to be applied in respect of access to any proposals at Porthcawl Waterfront are:

1	Highway infrastructure will be upgraded to provide safe and efficient access between all parts of the regeneration area, and local services, facilities and the primary highway network. The upgraded infrastructure must have sufficient capacity to accommodate existing and predicted traffic movements by all road users including private vehicles, deliveries, buses, the emergency services, pedestrians and cyclists.	UDP Part 1 Policy 7, UDP T2
	<i>Reason: In the interests of accessibility, and the safe and efficient movement of all forms transport in the regeneration area.</i>	

All transport infrastructure is to be designed in accordance with the guidance given in the Manual for Streets.

2	Highway infrastructure improvements will be designed to provide free flow of traffic, at the design speed, whilst ensuring that the impact of traffic generated by the development on existing residential streets is minimised.	UDP Part 1 Policy 7, UDP T2, BCBC Design Guide Manual for Streets, UDP #6.12
	<i>Reason: In the interests of accessibility, and the safe and efficient movement of all forms of transport in the regeneration area.</i>	

3	During the construction phases the highway infrastructure will be maintained in such a way as to provide safe and effective access to and from the local area including the existing local facilities, services and residential properties whilst accommodating the existing and predicted traffic movements.	UDP T2, T8
	<i>Reason: To ensure a safe and efficient highway network to serve the town is maintained throughout the construction phase.</i>	

It is anticipated that at some point during construction it will be necessary to introduce the permanent diversion of traffic from Portway to the Eastern Promenade. The time needed for the legal procedures to extinguish the existing route must be included in the programme for the Porthcawl Waterfront project.

4	During the construction phases, highway access to the fire and ambulance stations will be maintained at all times.	UDP T2, T8
	<i>Reason: To ensure that emergency service response is not jeopardised.</i>	

5	The existing traffic calming features in New Road will be removed and a revised scheme introduced which will not only calm traffic speeds but also facilitate the efficient movement of public transport vehicles.	UDP T2, T8
	<i>Reason: To ensure that opportunities to use sustainable transport are available and are not prevented from operating by inappropriate traffic calming. At the same time it is important to maintain the speed reducing impact of the existing traffic calming.</i>	

Amendment of the traffic calming will give the option of reintroducing public transport along New Road whilst the new development could facilitate bus movement from Griffin Park to the New Road/Rhych Avenue junction via the development area. It may be that services could be shared between the two routes thus giving improved provision and coverage for the area.

6	Public utility equipment, either new or relocated, will be sited such that its repair and maintenance will not interfere with traffic movement on the highway.	BCBC Design Guide Manual for Streets, UDP #6.12, U5 (B3)
	<i>Reason: To maintain freedom of movement of traffic on the public highway.</i>	

Utility companies will wish their equipment to be located in the highway so that they have right of access. However, it is inevitable that location in the highway will mean that, at times, shuttle working may be essential. The only way to avoid this would be to locate the plant in extensive areas of public open space.

7	All highway infrastructure within the regeneration area will be protected from a 1 in 1000-year storm.	TAN 15 UDP #6.12, EV16
	<i>Reason: To protect the infrastructure from flooding.</i>	

8	All non-primary highway infrastructure within the development will be designed to limit speeds to 20mph and provide for the safe and efficient movement of vehicular traffic including, public transport, emergency service vehicles, cyclists and pedestrians.	BCBC Design Guide Manual for Streets, UDP #6.12
	<i>Reason: In the interest of highway safety.</i>	

9	The design of the development will encourage pedestrian and cycle movement between the existing and proposed residential areas, local services and facilities, by providing safe, attractive and effective walking and cycling facilities as part of the highway infrastructure.	BCBC Design Guide Manual for Streets, UDP #6.12
	<i>Reason: In the interests of accessibility and to encourage use of modes of transport other than the private car.</i>	

10	Highway infrastructure within the development will be designed to ensure integration between walking, cycling and public transport.	UDP T2, T8
	<i>Reason: In the interests of accessibility and to encourage use of modes of transport other than the private car.</i>	

To satisfy Requirements 7 – 10 developers will be expected to prepare detailed designs for approval by the Highway Authority prior to construction of the on site roads and their adoption under the terms of S38 Agreements.

11	<p>No more than 300 residential units will be served from one primary access with a second primary access required to serve a development over 300 residential units. A third primary access will be required for a development of over 1200 residential units.</p> <p>Reason: <i>In the interests of public safety.</i></p>	<p>WO circular 35/95</p>
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The detailed reasons for this requirement are explained more fully in the detailed text of the Transport and Access Strategy.

12	<p>Three enclaves or sets of development plots, within the eastern regeneration area will take their sole means of vehicular access via Mackworth Road (no more than 28 residential units), Sandy Lane (no more than 93 residential units) and Rych Avenue (no more than 66 residential units). These areas must, however, include safe and efficient walking and cycling routes to link the remainder of the eastern regeneration area to New Road.</p> <p>Reason: <i>In the interests of highway safety and to limit the scale of development to be accessed via these roads to below that which exists at the present time, or that could be built under the terms of existing planning consents.</i></p>	<p>WO circular 35/95</p>
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This will control the scale of development that can be accessed via these roads to below that which exists at the present time or that could be built under the terms of existing planning consents.

13	<p>No more than 1350 residential units may be built in the study area, with no more than 905 of these units, excluding enclaves, on the area that lies to the East of Griffin Park and the Eastern Promenade.</p> <p>Reason: <i>For the avoidance of doubt as to the extent of development that is being considered by these key requirements.</i></p>	<p>WO circular 35/95</p>
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14	<p>The total of Residential, Commercial and Leisure development shall not exceed that shown in the Planning Guidance.</p> <p>Reason: <i>For the avoidance of doubt as to the extent of development that is being considered by these key requirements</i></p>	<p>WO circular 35/95</p>
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15	<p>The development proposals shall not include a petrol filling station within the regeneration area unless revised Transport and Parking Assessments are submitted and approved.</p> <p>Reason: <i>In the interests of highway safety and capacity.</i></p>	<p>WO circular 35/95</p>
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This is to ensure that essential parking supply to meet the reasonable needs of the regeneration area is not depleted by a commercial use which could be provided elsewhere.

Parking Requirements

The availability and ease of parking plays a major role in travel choice and how often we use our cars. By frequently using our cars for journeys where it would be more appropriate to walk, cycle or use public transport, there are consequences in terms of road congestion and safety and for economic and environmental sustainability.

These requirements take account of the impact that parking provision, its availability and location, can have on the quality of a development and the travel choices that people make, and is set within the context of national, regional and local policy.

16	The supermarket/retail development access and parking will be designed such that queuing of traffic onto the public highway is precluded. <i>Reason: In the interest of highway safety.</i>	UDP T2
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Developers will be expected to prepare detailed designs for approval by the Highway Authority prior to construction of the on site roads and their adoption under the terms of S38 Agreements.

The car park entrance(s) will need to be designed for efficient operation and are likely to be set some distance from the Portway/Lias Road roundabout to ensure that blocking back does not occur.

17	During the construction phases, in addition to the John Street Car Park, one block of 340 car parking spaces must be available at all times to serve the town centre and health centre. These spaces must be within 300 metres walking distance of the town centre, easily accessible, fully serviced and to the required specification and will be transferred to BCBC to manage and control. This will include safe and efficient pedestrian movement from the parking spaces to the town centre and the health centre. <i>Reason: To ensure adequacy and continuity of supply of parking facilities during the construction phase.</i>	UDP T8, SPG UDP #6.12, R8(5)
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This will require construction of a temporary car park and may also require diversion of traffic from Portway to the Eastern Promenade. It will be essential to include time needed for the legal procedures to extinguish the existing route in the programme for the **Porthcawl Waterfront** project.

18	In the final scheme, in addition to John Street Car Park, one block of 340 car parking spaces will be provided to serve the town centre and health centre. These spaces will be within 200 metres walking distance of the town centre, easily accessible, fully serviced and be provided to the ownership of BCBC who will manage and control the facility. The car parking spaces will be designed and constructed to the standards required to achieve Park Mark accreditation and will also provide for safe and efficient pedestrian movement from the parking spaces to the town centre and health centre. This parking facility will be provided within 3 years of the start of the development. <i>Reason: To ensure adequate car parking to serve the town centre, new and existing retail and new and enhanced tourism attractions.</i>	UDP R8(5)
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19	Any supermarket/retail development will provide non-operational parking at a level of one space per 14 m ² with 6% of spaces being provided for disabled badge holders. The car parking spaces will be designed and constructed to the standards required to achieve Park Mark accreditation. <i>Reason: To ensure the development provides adequate parking.</i>	UDP #6.12, Sewta parking Standards
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20	No development shall commence on site until a scheme for the management and maintenance of the proposed car park has been submitted to and agreed in writing by the local authority. The management and maintenance of the proposed car park such that all spaces are available for the use of visitors to the foodstore and the town centre, as a short stay car park, will need to be the subject of an appropriate agreement to ensure no adverse impact upon the town centre. <i>Reason: To ensure that all car parking spaces are available for the use of visitors to the town centre in the interests of vitality and viability of the town centre.</i>	WO circular 35/95
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21	During the construction phases facilities for tourism parking must be made available at all times, within the regeneration area, in line with the seasonal requirements as contained in the Access Strategy until such a time as facilities for tourism parking are provided off site <i>Reason: To ensure facilities are available to satisfy the peak demands for parking.</i>	UDP T2, T18
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22	Tourism parking facilities to agreed seasonal requirements, in line with the requirements of the Access Strategy will be provided at agreed locations to serve the costal zone <i>Reason: To ensure facilities are available to satisfy the peak demands for parking.</i>	UDP T2, T18
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The total quantum of parking to be provided to satisfy requirements 18 and 19, in the context of the current Design Code and Land Use Guidance, is expected to be 690 spaces. These will:

- 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 location of the leisure development adjacent to the harbour and the limited detail on the precise nature of the attraction make it appropriate to apply maximum parking standards at this location.

23	<p>The regeneration will include controlled short to medium term visitor parking along suitable sections of the shoreline.</p> <p>Reason: <i>To ensure adequate space is available to satisfy the needs of casual users of the beach and promenade, particularly during off peak periods.</i></p>	UDP RG1
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The requirements for parking contained in the access and parking strategy are based on a comprehensive approach to parking in the area and not focused on on- and off- street parking as though they were unrelated.

Hence there is a requirement to provide parking facilities for visitors appropriate to the seasonal level of requirement. If this was not the case the result would be very much as it is today, great swathes of land lying unsightly and unused for most of the year.

For a permanent park and ride to be successful it would be need to be heavily utilized all year round, and the town would have to provide very limited parking which was highly charged. This would be to the detriment of the viability of the town centre and would potentially undermine the regeneration proposals.

Therefore the pragmatic approach and the one that is being adopted is to provide sufficient parking in the centre to serve the town, proposed food store, leisure facilities and provide some additional capacity to cater for a level of additional visitors. Over and above this addition opportunities for on street parking will be appropriately located to provide additional visitor parking.

On peak summer days, additional provision will be required. Peak demand occurs on a limited number of days each year but this could increase with new leisure attractions, or at times when specific events are held. It will therefore be a requirement to provide facilities to meet these peaks in an environmentally acceptable way and this is likely to be by the use of areas of land, appropriately located, but away for the town centre, which provide other uses when not required for parking.

It should be noted that during the construction phases, and until such time as the visitor parking as identified above is provided, facilities for visitor parking will be required to available within the regeneration area, in line with agreed seasonal requirements.

Details of the options to provide for peak demand are to be found in the Visitor parking supplement to the Transport and Access Strategy.

24	<p>The design of the development will discourage obstructive on-street parking and preclude on-street parking on public transport routes without the use of Traffic Orders.</p> <p>Reason: <i>In the interest of highway safety.</i></p>	BCBC Design Guide Manual for Streets, UDP #6.12
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Developers will be expected to prepare detailed designs for approval by the Highway Authority prior to construction of the on site roads and their adoption under the terms of S38 Agreements.

25	<p>Permitted Development Rights related to conversion of garages to habitable rooms and the use of front gardens for parking vehicles shall be removed.</p> <p>Reason: <i>To ensure that parking provision remains available and that visual amenity is maintained.</i></p>	SPG UDP #6.12, H5(4)
26	<p>Residential parking spaces shall not be used for the storage/parking of caravans or boats.</p> <p>Reason: <i>To ensure that parking provision remains available and that visual amenity is maintained.</i></p>	UDP T2, H5(4)

27	<p>Garages will be of sufficient size, with a minimum entry width of 2.7m and minimum length of 5m, and be accessed in such a way as to make the use of the facilities easy and attractive.</p> <p>Reason: <i>To ensure that garages are adequate for their purpose.</i></p>	SPG UDP #6.12, H5(4)
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In far too many cases garages provided with new dwellings are too small to accommodate cars of average size.

28	The developer is required to provide facilities that encourage the use of motorcycles.	UDP T2, SPG UDP #6.12
	<i>Reason: To ensure the development provides adequate motorcycle parking.</i>	

Motorcycle parking is space efficient.

Public Transport Requirements

An integrated and effective public transport network is an important element in the strategy for the regeneration area of Porthcawl. The provision of a choice of convenient travel modes will help to reduce reliance on the private car, improve accessibility to essential services and provide long-term sustainability of the site.

The purpose of these requirements is to set out the steps to be taken to ensure the provision of an efficient and attractive public transport system for the people of Porthcawl, recognising the opportunity afforded by the regeneration scheme to act as a beneficial agent for change. An effective public transport network extends beyond service provision to infrastructure improvements, appropriate fare structures, security and safety.

Developing integrated transport strategies in the county borough lie at the root of UDP Policy T15 which seeks to adopt the multi-modal corridor approach to transportation planning and infrastructure improvement/investment. The following requirements are intended to deliver a strategy for the short, medium and long term. They cover infrastructure, passenger facilities, services and network issues.

29	Developers must propose facilities for public transport that accord with the standards currently adopted by Bridgend County Borough Council.	SPG UDP #6.12 REG 1
	<i>Reason: To encourage the use of sustainable transport.</i>	

Bridgend County Borough Council has standard details for bus stops that were developed as part of Bus Corridor Improvements that were funded by the Welsh Assembly Government.

30	An effective bus service with at least a 20 minute service frequency will be provided within the development sites from the first beneficial use of a residential unit linking to the existing public transport network.	UDP Part 1 Policy 7, UDP T2
	<i>Reason: To encourage the use of sustainable transport.</i>	

It is envisaged that this service can be provided by diversion of existing services and this needs to be considered in conjunction with the aspiration to reintroduce public transport to New Road.

The development also offers an opportunity to develop an exclusive bus route to link Rest Bay and the eastern development to the town centre, Retail and Leisure Development.

31	Bus stops and shelters will be provided at appropriate locations, with full disability access and to BCBC specification, within the development site and on the improved highway infrastructure external to the development site.	SPG UDP #6.12 REG 1
	<i>Reason: To encourage the use of sustainable transport.</i>	

32	<p>All residential properties within the development sites will be within 400 metres walking distance of a bus stop.</p> <p>Reason: <i>To encourage the use of sustainable transport.</i></p>	<p>SPG UDP #6.12</p>
33	<p>Carriageway design within the development sites will provide safe and effective public transport movement.</p> <p>Reason: <i>To encourage the use of sustainable transport and in the interests of highway safety.</i></p>	<p>SPG UDP #6.12, REG 1</p>
34	<p>Highway infrastructure improvements will include public transport facilities for buses and taxis.</p> <p>Reason: <i>To encourage the use of sustainable transport.</i></p>	<p>UDP T2, T8</p>

Walking and Cycling Requirements

Walking and cycling are essential in creating an integrated and sustainable transport system. They offer healthy, convenient, cheap and clean methods of transport with many benefits for both the user and the environment.

Walking and Cycling are a key element of the Transport Access Strategy for Porthcawl, especially as the magnificent views across the bay are a major attraction for visitors to the town. Unfortunately the seafront is not designed for shared use by pedestrians and cyclists, and links for them to the town centre and the wider network are inadequate. It is essential that connections to the wider walking and cycling network are improved and that access to and from the town centre is facilitated by appropriately planned and designed facilities. To this end the Developer will be required to provide walking and cycling accessibility plans.

To develop the potential of this market for Porthcawl, it is considered that a link to the Coastal Cycle Route is essential to maximise the opportunities presented by the coastal location.

These requirements therefore seek to ensure that the regeneration takes sufficient account of walking and cycling in its phasing and development, especially in providing linkages to the town centre and the wider cycle network.

35	The developer will be required to provide walking and cycle routes throughout the Development site, and propose measures that facilitate the integration of walking, cycling and bus use. <i>Reason: To encourage the use of sustainable transport.</i>	UDP T2
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36	The design/layout of individual properties and blocks of residential units will provide for the effective use and storage of bicycles. <i>Reason: To encourage use of sustainable modes of transport.</i>	UDP #6.12
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37	The new Highway and Highway infrastructure improvements will include facilities which provide for walking, cycling and bus use, integrating these into existing facilities and those proposed for the development. <i>Reason: To encourage the use of sustainable transport.</i>	UDP T2, T8
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38	The developer will be required to implement Residential, commercial, educational and leisure travel plans to encourage travel by sustainable means, and promote sustainable distribution. <i>Reason: To encourage the use of sustainable transport.</i>	UDP T2, SPG UDP #6.12
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39	The developer will be required to implement freight delivery plans. <i>Reason: To promote sustainable distribution.</i>	UDP T11
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Transport Assessment Summary

Introduction

The development framework defined development proposals for **Porthcawl Waterfront** and greater detail is now provided in the Design Code and Land Use Guidance. These proposals were fully tested in the Transport and Access Study.

The following elements were considered in the TA:

- traffic generation by component
- traffic generation for the site as a whole
- details of the likely mode split
- the most likely traffic distribution for AM/PM Peaks, including effects of seasonal variation
- the likely critical impact
- the appropriate traffic growth to be applied
- any further critical time periods for consideration
- the potential for travel plans at individual and group level

Option testing included two scenarios for the marina and three for residential density. An assessment was also carried out to determine what, in transport terms, would be the maximum practical residential development that could be accommodated in the residential area. Traffic modelling of significant junctions on the approach to and within Porthcawl indicated that subject to some alterations to the existing highway network, the development would not impact adversely on the operation of the road network in the town, even with the maximum residential density suggested.

Micro Simulation Model

A VISSIM micro simulation model has been developed to assess the impact of the proposed re-generation on the surrounding highway network. A Base Situation model includes the highway network immediately surrounding the development site. The model was extended to include other key junctions in and around Porthcawl that are likely to be affected by the development proposals. Journey time surveys were undertaken to validate the model.

To develop the Access Strategy and understand the potential impacts on general highway operating requirements, the base model was amended to form a Scheme Proposal model. That model includes the highway alterations identified in the transport assessment as necessary to accommodate the anticipated growth in future traffic levels together with the generation predicted from the development.

The VISSIM model is used to assess traffic impacts in 'real time'. Its major advantages over other forms of modelling in this application are that: it can take account of interaction between various elements of the schemes and thus assess the 'whole route' benefits of the proposals; and it presents its analysis in an easily understood visual format.

Access Strategy Summary

The detailed analysis undertaken in the Transport Assessment, including development and use of the micro-simulation model, facilitated the identification of an access strategy for Porthcawl Waterfront.

The requirements listed in this Executive Summary include obligations to provide significant on and off-site works such as:

- Protection of all highway infrastructure from a 1 in 1000 year flood;
- Public transport facilities and service support;
- Measures to integrate walking and cycling;
- Parking provision including peak season tourism parking; and
- Designing secondary and tertiary roads to a 20mph design speed.

The components of the strategy which could accommodate the development shown in the current Design Code and Land Use Guidance are described in the following text and listed in Table 4.1. These are specifically limited to off-site highway works or works to link the development to the off-site highway network.

Access to the western part of the regeneration area, comprising the supermarket and areas of residential development, is proposed from a new smaller roundabout at the junction of The Portway and Lias Road. This will form the entrance square/gateway to the town. Predicted traffic flows on The Portway could be accommodated on a single carriageway and, if the link were reduced to that standard, a roundabout with central island diameter of 18m would be adequate. If, however, the dual carriageway were to remain in use a central island of approximately 27m would be required.

The primary access to the eastern development area will be achieved from a new roundabout or traffic signals situated on Eastern Promenade near Griffin Park. Control of the junction by traffic signals could be designed so as to prevent traffic exiting the eastern development via the spine road or using the eastern promenade to proceed directly to

New Road. Instead they could be compelled to proceed to the Portway/Lias Road roundabout.

Further limited vehicular accesses to the eastern area could be provided from New Road via:

- Rhych Avenue to provide access to a limited number of residential properties and thence via a bus only gate to give public transport access through the site;
- Mackworth Road and Sandy Lane to development plots proposed to the north of the proposed Central Park.

The design of the enclaves served by these links could limit the development that could be accessed and prevent any future development taking access in that direction. In general terms it would be possible to ensure that fewer properties are accessed via these routes than at present.

On New Road itself the existing traffic calming features will be removed and a revised scheme introduced which will not only calm traffic speeds but also facilitate the efficient movement of public transport vehicles.

Walking and cycling routes to the development will be provided from Rhych Avenue, Mackworth Road and Sandy Lane. There is potential for an additional link from New Road via an access situated opposite Queen's Avenue.

Footway links to the town centre are proposed from both the north and south sections of the western development area.

In addition to the access junctions outlined above, the off site highway works include the removal of the southern section of The Portway between Lias Road and Cosy Corner. All traffic will be diverted via the Eastern Promenade.

Introduction

Background

Bridgend County Borough Council (BCBC) has prepared a Development Framework for the 7 Bays Project - Porthcawl Waterfront (Porthcawl Waterfront).

The 7 Bays Project has the potential to confirm Porthcawl as a place in which people will want to live, invest, work and spend their leisure time. A key element of the development framework is to ensure that proposals are in accord with the framework's recommendations, promote sustainable patterns of development, and are of high quality.

The Development Framework will act as Supplementary Planning Guidance and will be a material consideration in future planning applications. It provides advice in, amongst others, two key areas: accessibility for all; and sustainability.

Halcrow were commissioned by BCBC to provide a Transport and Access Strategy for Porthcawl Waterfront. In addition, in association with CDN Planning, Halcrow were commissioned to develop a Design Code and Land Use guidance that defines standards and requirements for the development infrastructure.

This Executive Summary provides a synopsis of the Transport and Access Strategy and lists the key requirements with which the Council will expect developers to comply when bringing forward their proposals.

Aims of the Study

The key aims of the Transport and Access Strategy Study were to:

- Provide a robust assessment of the potential impact of the Porthcawl Waterfront proposals on the existing and proposed transport network in Porthcawl and its approaches;
- Identify the highways and transport measures needed to mitigate the impact of the Porthcawl Waterfront; and
- Propose strategies for parking, public transport, and walking and cycling that will serve the needs of the existing and redeveloped areas of the town, integrating both in an efficient and sustainable manner.

The principal output of the Transport and Access Strategy Study is the Transportation Assessment including:

- Micro simulation model;
- Parking Strategy;
- Public Transport Strategy;
- Walking and Cycling Strategy

Structure of the Executive Summary

Section 2 provides a single listing of the generic requirements to be applied for transport and highway reasons to any potential development that may be proposed at Porthcawl Waterfront.

Section 3 describes in broad terms the transport assessment work undertaken, including the development of a micro-simulation model, whilst Section 4 provides an indication of the physical works that might be needed to satisfy the requirements in the context of the development proposed in the current Design Code and Land Use Guidance.

Table 4.1 – Access Strategy: works and mitigation measures

- **A smaller roundabout at the junction of Portway and Lias Road;**
- **A new roundabout or traffic signals on Eastern Promenade near Griffin Park;**
- **Limited residential access from New Road via Rhych Avenue and Mackworth Road/Sandy Lane;**
- **Revised traffic calming on New Road;**
- **Bus only access from Rhych Avenue to remainder of the eastern development;**
- **Walking and cycling routes to the development will be provided from Rhych Avenue, Mackworth Road and Sandy Lane;**
- **Footway/cycle links to town centre via Dock Street and Hillsboro Place/James Street;**
- **Removal of Portway between Lias Road and Cosy Corner and diversion of traffic to the Eastern Promenade.**
- **Provision of visitor park and ride.**

All the works listed above and those required to comply with the proposed requirements must be provided by the developer under the terms of an appropriate legal agreement with the Highway Authority.