

BRIDGEND
REPLACEMENT LOCAL DEVELOPMENT PLAN (2018-2033)
EXAMINATION

Hearing Session 8: Good Design and Sustainable Placemaking – Strategic Allocation at Porthcawl Waterfront, Porthcawl

Tuesday, 21 March 2023 between 10.00 and 17:00

Action Point	Council response / proposed MAC	Inspector's Comments
<p>AP 8.1 – Council to conform the size of the allocated strategic site and the net developable area.</p>	<p>The proposed allocated site boundary is 41.32ha in total. The allocation boundary has been amended post Deposit Stage to exclude the former Glamorgan Holiday Hotel in response to Representor 1335's comments at Deposit Stage. This boundary change is reflected on the final Proposals Map. The total site size has been updated within PLA1 as detailed in the response to AP 8.2.</p> <p>As outlined within the Placemaking Strategy (SD118) and Placemaking Strategy Capacity Study Report (SD117), there are six proposed development parcels within the wider allocation boundary, totalling 32ha, of which the net developable residential site area is 18ha.</p>	<p>Change agreed.</p>
<p>AP 8.2 – Council to amend Policy PLA1 and its</p>	<p>PLA 1 will be amended as follows:</p>	<p>Change agreed.</p>

reasoned justification to include revised details in respect of: the site size; housing / affordable housing numbers; recreational uses; placemaking principles; masterplan development principles; flood defence infrastructure; and the Metro-link.

PLA1: Porthcawl Waterfront, Porthcawl Regeneration Growth Area

Site Size:	41.72 41.32 ha
Allocation Type:	Strategic Mixed-use Regeneration Site
Land Uses:	<ul style="list-style-type: none"> • 1,115 1,100 residential units • 30% affordable housing • 1.8ha 1 Form Entry Welsh Medium Primary School & 4 classroom block extension at existing English Medium Primary School • Approx. 2,000sqm food store • 3.51 ha of Outdoor Recreation Facilities and Public Open Space • Active Travel Routes
Phasing Tranche:	Refer to trajectory 2018-2022: 0 2023-2027: 420 180 2028-2033: 600 After plan period: 320

Land at Porthcawl Waterfront, as shown on the Proposals Map, is allocated for a comprehensive, regeneration-led, mixed-use development. The site will deliver circa ~~1,115~~ 1,100 homes (including 30% / ~~335~~ 330 units of affordable housing), incorporating a new one form entry Welsh medium primary school, a four classroom block extension at the existing English medium primary school, a new food store, leisure facilities, a bus terminus, recreation facilities, public open space, plus appropriate community facilities and commercial uses. During the Plan period the site will deliver 780 homes (30% / 234 of which will be affordable housing units), beyond the Plan Period the site will deliver 320 homes (30% / 96 of which will be affordable housing units).

PLACEMAKING PRINCIPLES

This development must accord with the following principles, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting more cohesive communities. These principles should be delivered in an appropriately phased manner and be formally tied into planning consent:

- a) Create a well-connected, sustainable mixed-use development that will regenerate Porthcawl, comprising a number of character areas that integrate positively with the waterfront, existing housing clusters, neighbouring uses community facilities, Active Travel Networks and public transport facilities;
- b) Pursue transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy, walkable neighbourhoods;
- c) Create a multi-functional green infrastructure network within the site that facilitates active travel, enhances biodiversity, provides sustainable drainage and fosters healthy communities. There must be particular emphasis on incorporating appropriate landscaping, protecting biodiversity, providing habitats for local species and supporting a range of opportunities for formal and informal play in addition to community-led food growing;
- d) Ensure the design and layout of the site has regard to the landscape in which it sits, considering the interface between the site, the waterfront and the broader settlement of Porthcawl. Visual impacts must be minimised through the inclusion of mitigation measures that provide

links with the existing landscape and access features to safeguard landscape character whilst creating a sense of place;

- e) Orientate buildings to face open spaces and streets to enhance cohesiveness, foster a strong sense of place and ensure community safety;
- f) Provide a mix of higher densities at key points in the layout and lower densities on the ~~rural~~/sensitive edges; and
- g) Comply with the principles outlined within the ~~Porthcawl Waterfront Land Use Framework and Porthcawl~~ Placemaking Strategy and future development briefs ~~developed~~ published by the Council.

MASTERPLAN DEVELOPMENT PRINCIPLES

This development must accord with the following principles, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. A masterplan must be prepared and agreed with the Council prior to the sites development to demonstrate how these principles will be delivered in an appropriately phased manner:

- 1) ~~4,115~~ 1,100 homes, incorporating an appropriate mix of dwelling sizes and types to meet local housing needs, including 30% affordable housing units to be integrated throughout the development in sustainable clusters of no more than ten units as per the Council's requirements;
- 2) 1.8 hectares of land to accommodate a minimum one form entry Welsh medium primary school, the expansion of the existing Newton Primary School (with co-located nursery facility) and a financial contribution to nursery and primary school provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) must be secured through Section 106 Planning Obligations in

accordance with the Education Facilities and Residential Development SPG. The school must be accessible to new and existing residents by all travel modes, enabled by the development;

- 3) Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance ~~3.51 hectares of public open space comprising of Local Areas for Play (LAPs), Local Equipped Areas for Play (LEAPs) and Neighbourhood Equipped Areas for Play (NEAPs) should be incorporated within these areas of open space;~~
- 4) ~~2.76 hectares of land for~~ Circa 1 hectare of land for leisure and a further 1 hectare of land for commercial uses including a foodstore;
- 5) Highway improvements to ensure the principal point of vehicular access for a foodstore is off The Portway roundabout;
- 6) A new roundabout and link road to enable access to the Sandy Bay development parcels;
- ~~7) An emergency access through Dock Street and Sandy Lane;~~
- 7) Off-site highway improvements with regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule;
- 8) ~~0.12~~ 0.17 hectares of land to deliver a ~~public~~ Metro-Link consisting of a bus ~~transport~~ terminus;
- 9) On-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance

with Active Travel design. Improved linkages must be provided along the waterfront, to connect with the Eastern Promenade, Porthcawl Town Centre and Porthcawl Comprehensive School. Connections must be made to the existing active travel route ~~PORC3~~ 4084 and new routes should be provided to accord with the proposed routes within the Council's ~~Active Travel Network Maps~~ ATNM: ~~INM-POR-12, INM-POR-13, INM-POR-14, INM-POR-15, INM-POR-17 and INM-POR-18;~~ INM-POR-01, INM-POR-12, INM-POR-13, INM-POR-14, INM-POR-15, INM-POR-17, INM-POR-18, INM-POR-22, INM-POR-23, INM-POR-24, INM-POR-25, INM-POR-26 and INM-POR-28

- 10) Suitable buffers to habitats, particularly the relict dunes to the rear of Sandy Bay;
- 11) Positive integration between the development and the historic core of the town by preserving and enhancing the character and setting of Porthcawl Conservation Areas and associated Grade II Listed Buildings;
- 12) On and off-site measures including any appropriate upgrades to the clean water supply or public sewerage networks;
- 13) Follow the sequential approach to identify low carbon heating technologies in accordance with ENT10.

5.2.7 Porthcawl Waterfront is an underutilised, ~~41.72~~ 41.32 ha brownfield site occupying a prominent seafront position. Extending from Trecco Bay caravan site and Rhych Point in the east to the existing harbour and town

centre to the west, it is currently occupied by a variety of land uses including the former Council owned Sandy Bay Caravan Site, the fairground, harbour, open space/recreation facilities and Salt Lake Car Park. The site is located within 6.4km (4 miles) of junction 37 of the M4 and is connected by the A4229. The A4106 links Porthcawl to Bridgend (via the A48) which is approximately 11-12km (7-8 miles) to the east. The Trecco Bay Holiday Park is immediately adjacent to the eastern boundary of the site, and cements Porthcawl as a strategically significant tourist destination in South Wales. Rest Bay, to the west of the site, is considered one of the premier surfing beaches in South Wales, with Blue Flag status. The site will deliver two principal elements of public open space. This will firstly include a series of large, interconnected spaces across the western development area, which will be predominantly hard surfaced with green landscaping. This will pivot around a significant, 14,000 sqm public square located along Eastern Promenade and running from Dock Street to Coney Beach that will incorporate tree planting, rain gardens and an integrated sustainable urban drainage solution that promotes biodiversity. The second principal element within the public open space strategy runs from Griffin Park to the Relic Dunes, comprising of a series of interconnected open spaces that are primarily soft landscaped and 'green'. This connection of green spaces does not currently exist as it is interrupted by the Coney Beach funfair, which sits on a plateau above Griffin Park. Griffin Park will be remodelled, enhanced and extended up through the rear of Coney Beach. The existing level change of approximately 4m will be reduced to accommodate active travel, allow a green infrastructure-led connection to run west-east through the entire eastern development area and enable this space to be designed positively into the extended park. This park space will continue into the former Monster Park area, which is also to be retained as green space aside from accommodating the new access road and active travel route, and eventually lead onto the Relic Dunes.

This holistic green corridor, totalling 7.3 ha, will effectively enable transitioning from the urban town centre to a formal park to a wild wood to the vast open spaces of the beach and Relic Dunes. This range of transitional green spaces will enhance and protect biodiversity by punctuating the new development. Proposals must work creatively with nature and must demonstrate how decisions on the built environment including design, siting, scale density and other key considerations have been informed by and incorporate biodiversity and ecosystem resilience considerations. Such considerations will be required to be demonstrated within a green infrastructure assessment as part of a planning application.

5.2.8 The regeneration site is allocated for a residential-led, mixed use scheme that will deliver up to ~~4,445~~ 1,100 dwellings with associated facilities, including tourism, leisure, retail, a bus terminus and community provision. This will include a financial contribution to expand the existing Newtown Primary School (with co-located nursery facility) and further financial contribution to enable delivery of a new minimum one form entry Welsh medium primary school on-site. The latter contribution will necessitate 1.8ha of land being set aside for construction of the new school, inclusive of a land buffer to enable future expansion.

5.2.9 The coastal setting of this site makes it particularly important to consider the impacts of climate change on tidal flood risk as the majority of the site is susceptible to tidal flooding. The draft of the forthcoming revised TAN15 acknowledges that there are some large urban communities already located in areas at risk of flooding and investment in flood defence infrastructure will be required to keep such existing populations safe. Following dialogue with Welsh Government, Coastal Risk Management Programme funding was secured for major flood defence works at

Porthcawl. Phase 1 (Eastern Promenade) is designed to protect the Salt Lake area and existing development to the north. Phase 2 (Coney Beach) encompasses flood and coastal erosion measures along the Coney Beach frontage to safeguard and enhance the existing flood protection to the frontage provided by the existing ad-hoc revetment. Implementation of these works will better protect the existing community from flooding and the effects of flooding. However, they also have significant potential to achieve wider social, economic and environmental benefits to contribute towards the statutory well-being goals of the Well-being of Future Generations (Wales) Act 2015. The greatest overall value can be achieved by combining these investments in flood defence infrastructure with other investment in active travel infrastructure, public realm improvements and regeneration-led development.

5.2.10 The existing flood defences combined with completion of the new flood defence works has rendered the site within a Defended Zone and will provide a coincidental opportunity to realise wider regeneration and placemaking benefits for the area through the delivery of Porthcawl Waterfront. On this basis, it is considered that the Porthcawl Waterfront site can be developed in full compliance with the requirements of the future revised TAN15. The defences are expected to provide a high standard of protection; significantly reducing the risk of flooding in areas within Zone 3 and respective areas in Zone 2. Nevertheless, all development in the area will necessarily be accompanied by a Flood Consequence Assessment to ensure the new development incorporates resilience to remain dry and safe as per the tolerable conditions set out in the future revised TAN15. The Replacement LDP's housing trajectory has factored in appropriate

timescales for the completion of coastal flood defence works before forecasting dwelling completions. This presents a practical example of how to deliver a high priority brownfield regeneration scheme in a Defended Zone in the context of the forthcoming revised TAN15. ~~and requires coastal protection works in order to be considered suitable for residential development. Welsh Government Coastal Risk Management Programme funding has been secured for major flood defence works, which will enable the site to be delivered comprehensively. The site will be developed in phases, linked to the phasing for the coastal defences. The west of the site (incorporating parts of the existing Salt Lake Car Park) is not entirely reliant upon the delivery of improved sea defences and is therefore expected to come forward initially. Later development phases along the Eastern Promenade (rear of Sandy Bay) rely on coastal defences and will therefore be delivered in succession to coincide with completion of the flood defence works.~~ The site will be delivered in accordance with the ~~Land-use Framework and~~ Porthcawl Placemaking Strategy developed by the Council. The site will complement the recent successful implementation of the Harbour refurbishment, the listed Jennings Building and the proposed leisure proposals at Cosy Corner.

5.2.11 The nearest bus stops are approximately 30m from the northern boundary of the site on New Road adjacent to Griffin Park, providing onward connections to Porthcawl and Bridgend (including the rail station). A feasibility study has been prepared to examine the potential for Pyle Railway Station (approximately 4.5 miles to the north of the site) to be redeveloped as a transport hub. This would entail relocating the existing railway station to Land East of Pyle (PLA5) and incorporating extended park and ride facilities to improve links

	<p>to Porthcawl as a pivotal terminus. The development will therefore not prejudice these plans, by reserving 0.12 0.17 hectares of land for a future public transport terminus Metro-Link consisting of a new four bay bus terminus, which would serve to further enhance Porthcawl Waterfront's sustainable location and maximise for active travel opportunities. This will complement the improvements to existing and proposed active travel routes that will render walking, cycling and use of public transport viable alternatives to private vehicle use.</p>	
<p>AP 8.3 – Council to amend Policy PLA1 to make clear that 320 dwellings will be constructed after the plan period.</p>	<p>Agreed – proposed change detailed in AP 8.2 under 'phasing tranche'.</p>	<p>Noted.</p>
<p>AP 8.4 – Council to amend the reasoned justification of Policy PLA1 to include details of the nature and scale of the biodiversity enhancement that will be secured as</p>	<p>The following text will be added to paragraph 5.2.7:</p> <p>5.2.7 The site will deliver two principal elements of public open space. This will firstly include a series of large, interconnected spaces across the western development area, which will be predominantly hard surfaced with green landscaping. This will pivot around a significant, 14,000 sqm public square located along Eastern Promenade and running from Dock Street to Coney Beach that will incorporate tree planting, rain gardens and an integrated sustainable urban drainage solution that promotes biodiversity. The second principal element within the public open space strategy runs from Griffin Park to the Relic Dunes, comprising of a series of interconnected open spaces that are primarily soft landscaped and 'green'. This connection of green spaces does not currently exist as it is interrupted by the Coney</p>	<p>Change agreed.</p>

<p>part of the development of the strategic site.</p>	<p>Beach funfair, which sits on a plateau above Griffin Park. Griffin Park will be remodelled, enhanced and extended up through the rear of Coney Beach. The existing level change of approximately 4m will be reduced to accommodate active travel, allow a green infrastructure-led connection to run west-east through the entire eastern development area and enable this space to be designed positively into the extended park. This park space will continue into the former Monster Park area, which is also to be retained as green space aside from accommodating the new access road and active travel route, and eventually lead onto the Relic Dunes. This holistic green corridor, totalling 7.3 ha, will effectively enable transitioning from the urban town centre to a formal park to a wild wood to the vast open spaces of the beach and Relic Dunes. This range of transitional green spaces will enhance and protect biodiversity by punctuating the new development. Proposals must work creatively with nature and must demonstrate how decisions on the built environment including design, siting, scale density and other key considerations have been informed by and incorporate biodiversity and ecosystem resilience considerations. Such considerations will be required to be demonstrated within a green infrastructure assessment as part of a planning application.</p>	
<p>AP 8.5 – Council to provide a note summarising the findings of the parking surveys</p>	<p>Refer to Appendix 2</p>	<p>Noted.</p>

carried out in Porthcawl during 2022 and 2023.		
AP8.6 – Council to provide a note on the CPO process and its impact on the anticipated rate of housing development on site.	Refer to Appendix 3	Noted.

Appendix 1: Porthcawl Waterfront Boundary Amendment



Appendix 2: Summary of Parking Surveys and Data Analysis, 2021/22 **(Undertaken by Jacobs UK Ltd)**

Data Analysis

The following conclusions were gathered from the entry and exit car park surveys conducted over the four-week survey period between Tuesday the 10th of August 2021 and Monday the 6th of September 2021, and the ANPR surveys conducted over a four-day period between Friday the 27th of August 2021 and Monday the 30th of August 2021 (Bank Holiday):

Hilsboro Place Car Parks (North & South)

- Both the Hilsboro Place Car Parks (North & South) displayed retail-based trends, in which the vehicular movement and parking accumulation were relatively high throughout the week, peaked on Saturday, but dropped on Sunday when shops in Porthcawl town centre may be closed or have limited opening hours.
- The ANPR data displayed short-visit trends at both the Hilsboro Place Car Parks (North & South), with the most common length of stay (by hour) for visitors being less than one hour, and the average length of stay during the four-day survey ranging from 1 hour 37 minutes to 1 hour 58 minutes at Hilsboro Place Car Park (North), and from 56 minutes to 1 hour 24 minutes at Hilsboro Place Car Park (South).
- The use of both the Hilsboro Place Car Parks (North & South) for short retail-based trips aligns with the proximity of both car parks to Porthcawl town centre.

Salt Lake Car Park

- Salt Lake Car Park displayed typical tourism trends, in which the vehicular movement and parking accumulation peaked over the bank holiday weekend, was relatively high over most weekends, but dropped significantly during weekdays.
- The ANPR data displayed longer visits at Salt Lake Car Park, with the most common length of stay (by hour) for visitors being between one and two hours, and the average length of stay during the four-day survey ranging from 2 hours 35 minutes to 3 hours 1 minute.
- The use of the Salt Lake car park for moderately long stays for tourism and leisure purposes aligns with its proximity to Sandy Bay beach and the Coney Beach Amusement Park. Furthermore, this car park is that which is most obvious to visitors.

Sandy Bay Car Park

- Sandy Bay Car Park is presumed to be used by locals rather than tourists due to its small size, its isolated location and lack of signage. The vehicular movement and parking accumulation was relatively low on most weekdays, raised significantly on Saturday, but peaked on Sunday. It is presumed that the car park is used for multiple local based purposes, such as by those attending the adjacent 'Kingdom Hall of Jehovah's Witnesses' church, by locals undertaking leisure activities on weekends, and by residents attending evening community events on weekdays as entry vehicular movements can be seen peaking between 18.00 and 19.00 on an average weekday.

Porthcawl Waterfront Area (Overall)

- During the summer months the data shows that Porthcawl has a peak average parking accumulation of 705 vehicles, across all four car parks. This occurs on a Saturday at 15.00.
- The absolute maximum parking accumulation occurred during the bank holiday weekend on Sunday 29th August 2021 at 15.00, with a total of 1,042 vehicles parked across all four car parks. This peak is considerably larger than the average with similar peaks occurring only over the rest of the bank holiday weekend. Outside of this period demand remains relatively stable. Providing for this short period of peak demand is impractical and would lead to a future reliance on private car travel in the future, contrary to planning policy. Furthermore, should the tourism offer in the area change the demand may fluctuate and could lead to poor use of limited land space should a larger car park be maintained. Methods outlined in the 2007 Study by Jacobs (then Halcrow) could be used to accommodate any excess demand for short peak periods.
- Although the four car parks appear to be used for different purposes, vehicular movement and parking accumulation is often higher on Tuesdays in comparison to other weekdays.
- Hilsboro Place Car Park (North) and Sandy Bay Car Park were the only car parks considered to have reached their maximum capacity of 250 and 45 parking spaces during the four-week survey period.
- On average, the accumulative vehicular movements into and out of the four car parks, peak on Saturday when an accumulative total of 2,096 and 1,864 vehicles enter and exit the four car parks respectively between 07.00 and 19.00.

Appendix 3: Council note on the Porthcawl Waterfront CPO process and its impact on the anticipated rate of housing development on site.

Introduction

Porthcawl Waterfront is an extant allocation within the adopted LDP, allocated by existing LDP Policy PLA3 as a Regeneration and Mixed-Use Development Scheme, comprising residential, education, health and social services and retail and commercial development. Planning consent was previously granted for a mixed-use regeneration development (application number P/08/325/BCB refers), which was significantly retail focussed. The reason this consent was not implemented was due to the economic crash at the time and the fact that the nature of retail need has since changed, although there are now no barriers to the site coming forward. A comprehensive site ownership plan is appended to this note (Appendix 1) to clarify ownership arrangements as of April 2023. An indicative dwellings capacity analysis overview is also included in Appendix 2, based on the Placemaking Strategy Capacity Study Report (SD117).

Housing Trajectory and Development Parcels

The housing trajectory for Porthcawl Waterfront is summarised in the table below. No completions are forecast until 2026/27, which allows a lead in time of three and a half years; an overly cautious approach endorsed by the Housing Trajectory Stakeholder Group.

23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	Units phased beyond the plan period
0	0	0	60	120	120	120	120	120	120	320

Bridgend County Borough Council (BCBC) is now the sole landowner and has total control over the western portion of the allocation (including Salt Lake and Hillsboro as detailed within Appendix 2). Salt Lake is currently used as a car park and benefits from direct access off the A4106 and the Portway. As such, there are no barriers to development commencing and the site can be brought forward for development imminently. This represents a fundamental change in circumstances since adoption of the existing LDP. The Placemaking Strategy Capacity Study Report (SD117) has identified this part of the site will deliver a new car park, leisure uses and up to 299 dwellings. This part of the allocation alone would therefore enable delivery of the site's trajectory up until the end of 2028/29.

The central part of the site (Sandy Bay West) comprises land at Griffin Park, which is owned entirely by BCBC, and the existing Coney Beach Amusement Park, the freehold of which is now owned by Welsh Government. BCBC and Welsh Government will bring the whole site forward for comprehensive development in

partnership. The Placemaking Strategy Capacity Study Report (SD117) has identified this part of the site will deliver a total of 310 dwellings. Sandy Bay West is situated directly adjacent to Salt Lake and development can therefore commence concurrently with Salt Lake. The two parcels combined will deliver 609 dwellings, which will enable delivery of the site's trajectory beyond 2030/31. Only a further 171 dwellings are forecast for delivery within the site's trajectory (over and above the dwelling yield from Salt Lake and Sandy Bay West) during the Replacement LDP period.

The remainder of the site (Sandy Bay East) comprises the former Model Village Leisure Park, for which a 30+ year leasehold interest has now been acquired by Welsh Government, and the former Sandy Bay Caravan Site, which is owned entirely by BCBC. The Placemaking Strategy Capacity Study Report (SD117) has identified this part of the site will deliver up to 611 further dwellings. The Strategy has concluded that a new vehicular and active travel link into Sandy Bay East through Sandy Bay West (Coney Beach) would be preferred to meet good highways and active travel principles, whilst providing access to the remaining development areas. This new spine road would link to a new roundabout on New Road at the southwest corner of Griffin Park. Delivery of the preferred new access road arrangements would be predicated on acquiring the freehold of the former Model Village Leisure Park, which is held in Trust by third parties. **The Council is advanced negotiations with the Trust to enable a voluntary acquisition of this land.**

Other enhanced access arrangements to the former Sandy Bay Caravan Site (owned entirely by BCBC) are nevertheless possible, through Rych Avenue, Sandy Lane and/or Mackworth Road.

Land Appropriation and Compulsory Purchase Order

On 20th July 2021, Cabinet provided authorisation to advertise the Council's intention to appropriate the open space land at Griffin Park and Sandy Bay. Following public consultation, the appropriation was later approved by Cabinet on 18th October 2022 to support the development of Porthcawl Waterfront for planning purposes.

On 20th July 2021, Cabinet also gave approval to make, advertise, notify and progress confirmation of a Compulsory Purchase Order (CPO) to acquire a number of plots across the whole Porthcawl Waterfront allocation. This is primarily a 'title cleansing' exercise, although the freehold interests of the Council's partner landowner (Welsh Government) are unaffected. The CPO also includes the freehold interest of the former Model Village Leisure Park in order to deliver the preferred new access road into Sandy Bay East, notwithstanding the advanced voluntary acquisition negotiations and other aforementioned access options. These two parcels are illustrated within Appendix 1, together with the less substantive elements of the CPO for completeness (these latter aspects are identified by the blue hatching, including third party interests for the Council adopted Mackworth

Road, which are only necessary to provide an enhanced active travel/pedestrian route).

The decision to progress with a CPO is intended to further enhance the whole site's deliverability and provide even more certainty that the allocation will come forward as intended. The CPO was published on 8th October 2021 and formally submitted to Planning and Environment Decisions Wales (PEDW). PEDW have now confirmed that the CPO is to be subject to a Public Inquiry which will take place in due course (provisional date 26th – 29th September 2023).

The land parcels subject to the CPO and appropriation are intrinsically linked. This combined with BCBC's partnership approach with Welsh Government will enable the whole development site to come forward in earnest.

Site Deliverability

Re-allocation of Porthcawl Waterfront is wholly justified by the extensive supporting evidence base and the considerable progress made to address historic land ownership issues to date. This includes BCBC acquisition of Salt Lake, Welsh Government acquisition of the Coney Beach Amusement Park and the adjoining former Model Village Leisure Park leasehold, , land appropriation for Griffin Park and Sandy Bay, plus the forthcoming CPO to cleanse titles and acquire the freehold of the former Model Village Leisure Park.

The housing trajectory has been constructed to allow more than sufficient time for all remaining land ownership issues to be resolved via the CPO, a developer to be selected, pre-application discussions/PAC consultations to take place, determination of the planning applications, all relevant conditions to be discharged and pre-construction to be undertaken. As a result, only 780 of the allocated 1100 dwellings are forecast to come forward within the Replacement LDP period. This approach was unanimously supported by the Housing Trajectory Stakeholder Group and all members felt that incorporating this substantial lead in time would safeguard delivery of the housing trajectory. This position was re-considered again at the end of December 2022 and all strategic site promoters re-affirmed unanimous support for the housing trajectory (refer to SD241).

Irrespective of the CPO, development of Salt Lake can commence imminently (delivering 299 dwellings), along with land at Griffin Park and Coney Beach, collectively known as Sandy Bay West (delivering a further 310 dwellings). The remaining dwellings would not need to start being delivered on Sandy Bay East until **2031/32** to enable realisation of the housing trajectory's forecast for this whole allocation. Given the progress made on the CPO to date, this is not considered to present a deliverability issue.

In the unlikely event that the CPO does not progress as anticipated, voluntary acquisition of the former Model Village Leisure Park freehold would enable delivery of the preferred new access road arrangements to Sandy Bay East. As of March

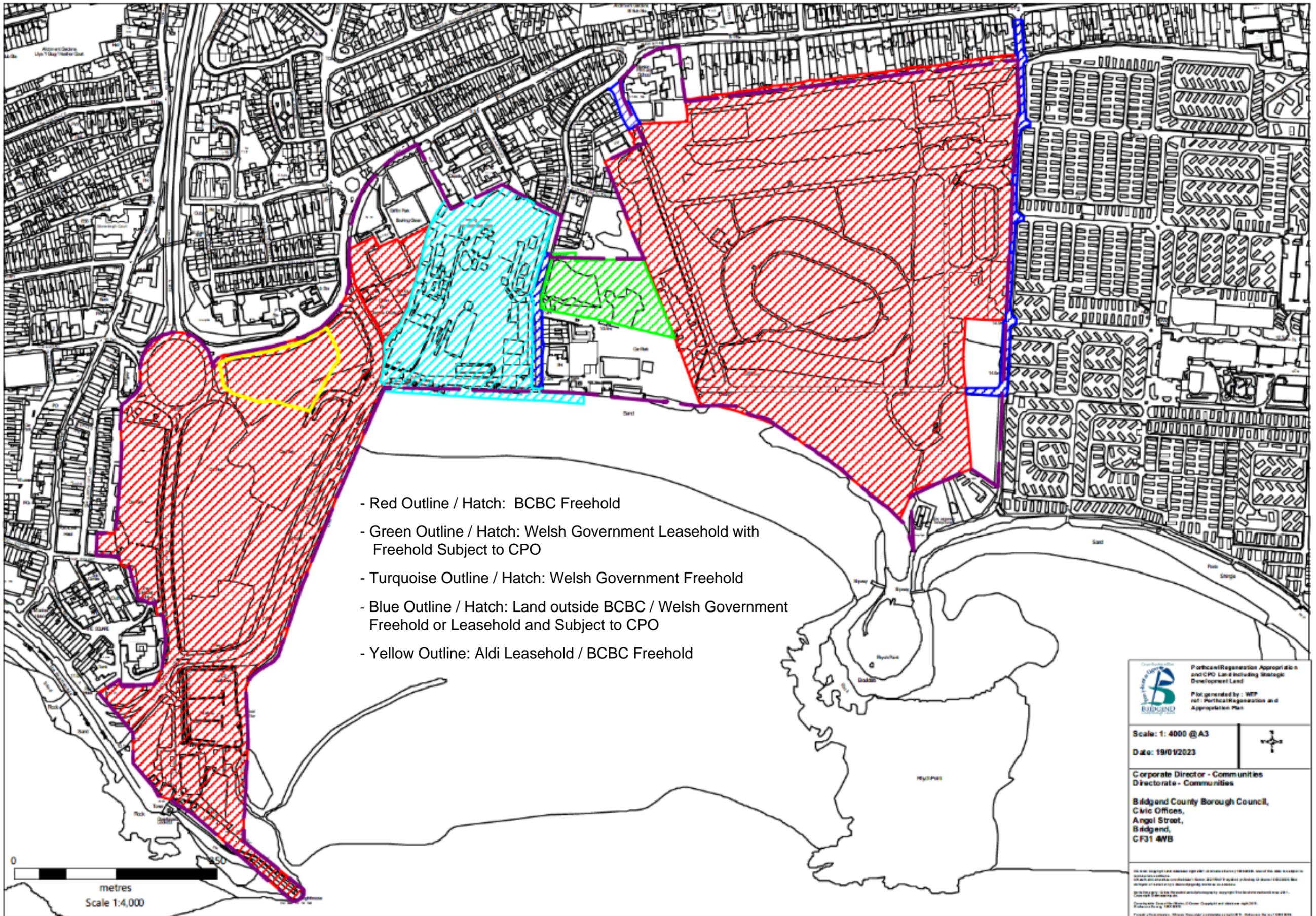
2023, advanced negotiations are taking place between the Council and the third-party Trust who currently hold the freehold. This would enable the Council to voluntarily acquire the freehold of the former Model Village Leisure Park and deliver the preferred vehicular and active travel link into Sandy Bay East through Sandy Bay West (Coney Beach).

Even if the CPO **and** voluntary acquisition of the former Model Village Leisure Park did not transpire, the former Council-owned Sandy Bay Caravan Park can still be accessed via alternative (albeit not preferred) access arrangements. A range of options include enhance linkages via Rych Avenue, Sandy Lane and/or Mackworth Road. This would enable the most significant element of Sandy Bay East, that is in Council ownership, to still deliver residential development and enable delivery of the housing trajectory as forecast.

In the most unlikely event that the CPO did not progress, voluntary acquisition did not transpire and alternative access arrangements did not enable the former Sandy Bay Caravan Park to come forward, 609 of the 780 dwellings forecast for delivery across Porthcawl Waterfront could still be delivered at Salt Lake and Sandy Bay West. This would only leave a shortfall of 171 dwellings. Since the Replacement LDP was submitted, five new brownfield sites have received consent to deliver an additional 144 dwellings combined in the short-term to provide further flexibility to boost the 'existing commitments' component of housing supply. This would largely offset any unlikely shortfall of dwellings from Porthcawl Waterfront without jeopardising delivery of the housing trajectory and still maintaining of a 10% flexibility allowance. There has also been a change of circumstances with regard to the proposed Regeneration Allocation – Former Cooper Standard Site, Ewenny Road, Maesteg (Policy COM1(R2) refers), which will further safeguard delivery of the housing trajectory. An outline application (P/13/808/OUT) for 205 dwellings benefits from a resolution to grant subject to s106, which is now expected to be completed shortly. This is combined with the fact that the site was awarded grant funding by the Cardiff Capital Region in November 2022. With the funding in place, and the s106 shortly due to be signed for the outline application, there are no barriers to a detailed planning application coming forward in due course and enabling delivery of this developer-led brownfield site. This will further safeguard the housing trajectory in the early years of the Replacement LDP period.

In summary, Porthcawl Waterfront is considered to be wholly deliverable with or without a CPO. The range of fallback delivery options outlined above serve to demonstrate enhanced safeguards should the very worst-case scenario materialise, no matter how improbable.

Appendix 1: Porthcawl Waterfront Ownership Parcels



Bridgend

Portcawl Regeneration Appropriation and CPO Land Including Strategic Development Land
 Plan generated by: WFP
 ref: Portcawl Regeneration and Appropriation Plan

Scale: 1: 4000 @ A3
 Date: 19/01/2023

Corporate Director - Communities
 Directorate - Communities

Bridgend County Borough Council,
 Civic Offices,
 Angel Street,
 Bridgend,
 CF31 4WB

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Appendix 2: Capacity Study Dwelling Yields

