

# Redevelopment of Porthcawl Waterfront

## **CHAPTER 3 – Site Description**

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## CHAPTER 3 – SITE DESCRIPTION

### 3.1. Introduction

- 3.1.1. This chapter describes the Site location, the Site, and the area surrounding the Site. It also provides an overview of relevant planning history. A Site Location Plan is provided in Volume 2, Figure 1.1: Site Location Plan.

### 3.2. Site Location and Description

- 3.2.1. The Proposed Development Site (the 'Site') is located at Porthcawl Waterfront on land between the historic Harbour in the south, The Portway road to the west, and 'Trecco Bay' holiday park in the east. The Site lies immediately north of Porthcawl's Sandy Bay beach and Rhych Point peninsula. The Site is located wholly within the administrative boundary of BCBC.
- 3.2.2. The site is within five miles of M4 Junction 37 and is connected to it by the A4229. The key road connection for the Site is New Road, which provides an east-to-west connection just north of the Site. Parts of the Site are accessible in a north-to-south alignment via Mackworth Road, Sandy Lane, Eastern Promenade, and The Portway, which connects to the A4106.
- 3.2.3. Transport in Porthcawl, in general, is dominated largely by vehicular traffic, with less formal provision for active travel. There are some notable exceptions of active travel routes for cycles along the coast to the west, and the Wales Coastal Path runs along the edge of the Site, continuing both east and west. There is an existing new bus station already located on the western edge of the Site, along The Portway.

#### **The Site**

- 3.2.4. The Site extends to approximately 43.82 ha and comprises the following key areas and current uses:

#### **Harbour / Marina**

- 3.2.5. The Marina area has recently undergone refurbishment and investment, creating an attractive location. The height and massing around the marine results in a low density that contributes towards a distinct maritime character within this area of the site.

**Salt Lake**

- 3.2.6. Salt Lake area is a large, underutilised brownfield site, made up largely of an area of car parking. Salt Lake was historically a dock that has been filled in. There are no significant landmarks within the site.
- 3.2.7. It is located east of The Portway and the new bus station, north of the Harbour, and west of the Eastern Promenade. The Eastern Promenade runs north to south with a landscaped accessible walkway running alongside it. The Eastern Promenade commands key views out to the sea, across Sandy Bay, and over Coney Beach.
- 3.2.8. An Aldi store has recently been built on the northern part of the Salt Lake site, and a Metrolink on the eastern part.

**Hillsboro Car Park**

- 3.2.9. The surface-level car park is west of The Portway, opposite the Metrolink in Salt Lake. The site is directly accessible from The Portway and has good pedestrian connections west into Porthcawl town centre.

**Griffin Park**

- 3.2.10. Griffin Park is a Victorian Park with various amenities. Griffin Park is a key local outdoor amenity asset with a children's playing area, sports courts, greens, and the Griffin Park Pavilion.
- 3.2.11. The Park is set to the west of Coney Beach and north of Salt Lake. Pedestrian access to Griffin Park is provided from New Road and the Eastern Promenade. There is a strong road hierarchy, with an evident primary route through the area.
- 3.2.12. Shops and houses front onto the park, creating a primary frontage and overlooking the park. The area has a significant social value, providing a key space for play and leisure.

**Coney Beach**

- 3.2.13. Coney Beach is situated along the beach of Sandy Bay. The site has been the location of the Coney Beach Pleasure Park since the 1940s, which offered rides, food and beverage outlets, shops, and access to Sandy Bay Beach. The Pleasure Park is now closed.
- 3.2.14. The Park was accessible from the east via the Eastern Promenade and the west via Mackworth Road.

**High Tide and the former Buccaneer and Wimpey**

3.2.15. These properties are located immediately west of the Coney Beach Pleasure Park. They also have direct access to Coney Beach. The High Tide is in private ownership and includes a series of buildings that provide a vibrant retail and leisure offer. These properties are accessible off Mackworth Road. The Buccaneer and Wimpey are vacant. A row of terrace properties abut the Buccaneer and High Tide properties to the north and front onto Mackworth Road.

**Monster Park**

3.2.16. Located north of the High Tide site, this is a former outdoor amenity and leisure facility that accommodated a dinosaur park and other outdoor seasonal attractions. The land is largely wooded and vegetated and is not currently accessible to the general public.

3.2.17. The trees within Monster Park are visible from parts of the town centre, Sandy Bay, and Salt Lake, creating a sense of place.

**Sandy Bay**

3.2.18. Sandy Bay is located west of the High Tide and Monster Park in the eastern area of the Masterplan. It has been utilised as a seasonal campsite. The Sandy Bay Bowl is located in this part of the site and is used for informal recreational purposes.

3.2.19. Vehicular access into Sandy Bay is from Rych Avenue and Sandy Lane, which both connect to New Road. A pedestrian connection runs through the southern part of Sandy Bay, providing access to Trecco Bay from Coney Beach and the Eastern Promenade.

3.2.20. The Relic Dunes are located directly south of this pedestrian route. To the north, Sandy Bay is bordered by residential properties and Newton Primary School sits at its edge.

**Surrounding Area****Porthcawl Town Centre**

3.2.21. The Town Centre sits to the west of the proposed Site. The area has been built up since the early 1900s when the harbour was functioning. Today, the town centre predominantly consists of shops, bars, cafes and restaurants. The Town Centre has a particularly strong sense of character. It is partially encompassed by a conservation area with a strong urban structure with clearly defined fronts and backs.

**Trecco Bay**

3.2.22. Trecco Bay sits to the east of the proposed Site. Trecco Bay is a caravan site that accommodates over 2,000 caravans. The site is predominantly taken up with rows of caravans with a central commercial zone at the heart of the development. This area contrasts with the surrounding with a unique structure and scale. The urban form of Trecco Bay does not integrate or permeate with Porthcawl's.

### 3.3. Statutory and Local Designations

3.3.1. Statutory and Local designations of relevance to the Site are set out below.

3.3.2. Porthcawl Waterfront is identified as a Regeneration Growth Area (Policy SP2 (1)) and allocated as a Strategic Mixed-use Regeneration Site within the LDP for:

- 1,100 residential units
- 30% affordable housing
- 1.8ha 1 Form Entry Welsh Medium Primary School & 4 classroom block extension at the existing English Medium Primary School
- Approx. 2,000sqm food store
- Outdoor Recreation Facilities and Public Open Space
- Active Travel Routes

3.3.3. There are no statutory nature conservation designations located within the Site itself. Statutory nature conservation sites located within the 2km search radius from the Site boundary (extending to 10km for international sites) are set out within ES chapter 9: Ecology.

3.3.4. The southern part of the Site is adjacent to Porthcawl Conservation Area, which bounds Eastern Promenade to the south and The Portway to the west, and there are several listed assets south of the harbour. The designated assets within 5k of the Site boundary are shown in Volume 3, Figure 3.1: Designated assets within the 5km study area.

### 3.4. Relevant Planning History

3.4.1. The relevant planning history for the site is set out in detail in the Planning Statement, which accompanies the planning application. An overview of the key permissions is also

provided here for convenience. Very few applications are directly relevant to the submission as highlighted by the Local Planning Authority in their EIA Scoping Opinion response (LPA Reference: P/25/462/ESO). These are the recent permissions of relevance:

- **P/16/373/FUL** - Maritime centre building incl. community, education & leisure facilities (use classes A3, B1a, C1, D1, D2), micro-brewery & an open-air performance space at Porthcawl Harbourside Cosy Corner. Conditional consent granted September 2016.
- **P/18/711/FUL** - Mixed-use maritime centre complex comprising main building, cafe/bistro/wine bar/micro-brewery, green room offices, external areas, loading & unloading points, amphitheatre/auditorium, temporary sea cadet hut/construction office portacabins & proposed temporary hoardings & associated works at Cosy Corner, Porthcawl Harbourside. Conditional Consent granted April 2019.
- **P/19/581/BCB** - Proposed strengthening and public realm improvements to the Grade II listed walls of the outer basin and eastern promenade. Associated with the wider Sandy Bay Coastal Risk Management Works. Conditional Consent granted February 2020.
- **P/20/58/FUL** - Proposed Hardstanding to Provide Motorhome Park, Land east of Hi Tide, Sandy Bay, Porthcawl. Conditional Consent (temporary) granted March 2020.
- **P/21/1110/BCB** - A proposed Metro-Link consisting of a new four-bay bus terminus and a single-storey enclosed structure together with associated highways alterations, landscaping, and public realm works at Salt Lake Car Park, Eastern Promenade. Conditional Consent granted May 2022.
- **P/21/835/FUL** - Erection of Foodstore (use class A1) with Associated Access, Car Parking, Public Realm and Landscaping, Land at Salt Lake off Eastern Promenade, Porthcawl. Conditional Consent granted 22nd December 2021. NMA granted January 2023.

3.4.2. The planning history shows an array of applications in relation to flood defence works, the principle permission being P/19/581/BCB, which was approved in February 2020.

3.4.3. The application for hardstanding to provide a motorhome park results in a level of tourism accommodation being present on the application site. However, the application has expired and, as such, it can be considered that there is no existing regularised tourism

accommodation on the site. This matter is discussed further in the policy assessment section of the Planning Statement.

3.4.4. The Metro-link and Aldi Foodstore consents are noted as the local site allocation policy (PLA1) includes provision for both, with both already operational.

3.4.5. Finally, references to the regeneration of the harbour area have been included as these permissions show support for the general principle of development within the Porthcawl regeneration area, albeit to the south of the proposed development site.