

Redevelopment of Porthcawl Waterfront

CHAPTER 4 – Development Description

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Table of Contents

CHAPTER 4 – DEVELOPMENT DESCRIPTION	3
4.1. INTRODUCTION	3
4.2. DEVELOPMENT COMPONENTS	3
<i>Sandy Bay Village and Sandy Bay Gardens</i>	4
<i>Relic Dunes</i>	5
<i>Coney Beach Park and Coney Beach Boardwalk</i>	6
<i>Salt Lake Crescent</i>	7
<i>Salt Lake Central and Eastern Promenade</i>	7
<i>Salt Lake Harbour</i>	8
<i>Hillsboro</i>	8
<i>Public Open Space Strategy</i>	9
<i>Key Public Spaces (Hard Landscape)</i>	9
<i>Key Public Spaces (Soft Landscape)</i>	10
<i>Landscape</i>	11
<i>Access and Movement</i>	11
4.3. CONSTRUCTION PHASE	13
<i>Outline Planning Application – Wider Masterplan</i>	13
<i>Full Planning Application – Spine Road</i>	13
4.4. OPERATIONAL DETAILS	14

CHAPTER 4 – DEVELOPMENT DESCRIPTION

4.1. Introduction

- 4.1.1. This chapter describes the Proposed Development that has been assessed in the EIA. It identifies the individual development components, provides a schedule of the construction activities that are known at this stage, and details how the development is likely to operate.
- 4.1.2. The background to the considered options for the development, and the final form of development proposed, is set out in Chapter 5.

4.2. Development Components

- 4.2.1. The Masterplan includes the following built or landscaped elements:
- Up to 980 homes.
 - Approximately 20 ha of open space, including a series of new significant public open spaces with different offers.
 - 2.2 ha of land for educational use.
 - Approximately 130,000 square feet of commercial and leisure floorspace, including retail uses, a Hotel, a Lido, and a Gym / Studio Space.
 - Enhancement of Porthcawl Harbour environment.
 - New coastal defence works.
 - A flexible, meanwhile, leisure use space (approximately 23,500 square feet).
 - Approximately 6,500 square feet of flexible community / civic space.
 - Provision of up to 600 public parking spaces within the site area.
 - New spine road access from the Eastern Promenade to Sandy Bay.
 - Enhancement of the Griffin Park and proposed new facilities, including MUGA.
- 4.2.2. The Illustrative Masterplan is included in Volume 2, Figure 4.1: Illustrative Masterplan.
- 4.2.3. Outline planning permission is sought for all elements except the proposed Spine Road, for which full planning permission is sought. The General Arrangement for the Spine Road is shown in Volume 2, Figure 4.2: General Arrangement for the Spine Road.

Chapter 4 – Development Description

- 4.2.4. Each of the development components is described below with respect to the various 'Character Areas' of the Site. The character areas are detailed in the Design and Access Statement accompanying the planning application and are in Plate 4.1 below. The details provided are commensurate with the stage of the proposed development, establishing acceptable principles for all parts of the development, except the proposed Spine Road, for which full planning permission is sought. Further details for the outline elements would be part of any reserved matters applications.
- 4.2.5. Initial details relating to drainage, coastal defences, open space, landscaping, and access and movement are included in the description.

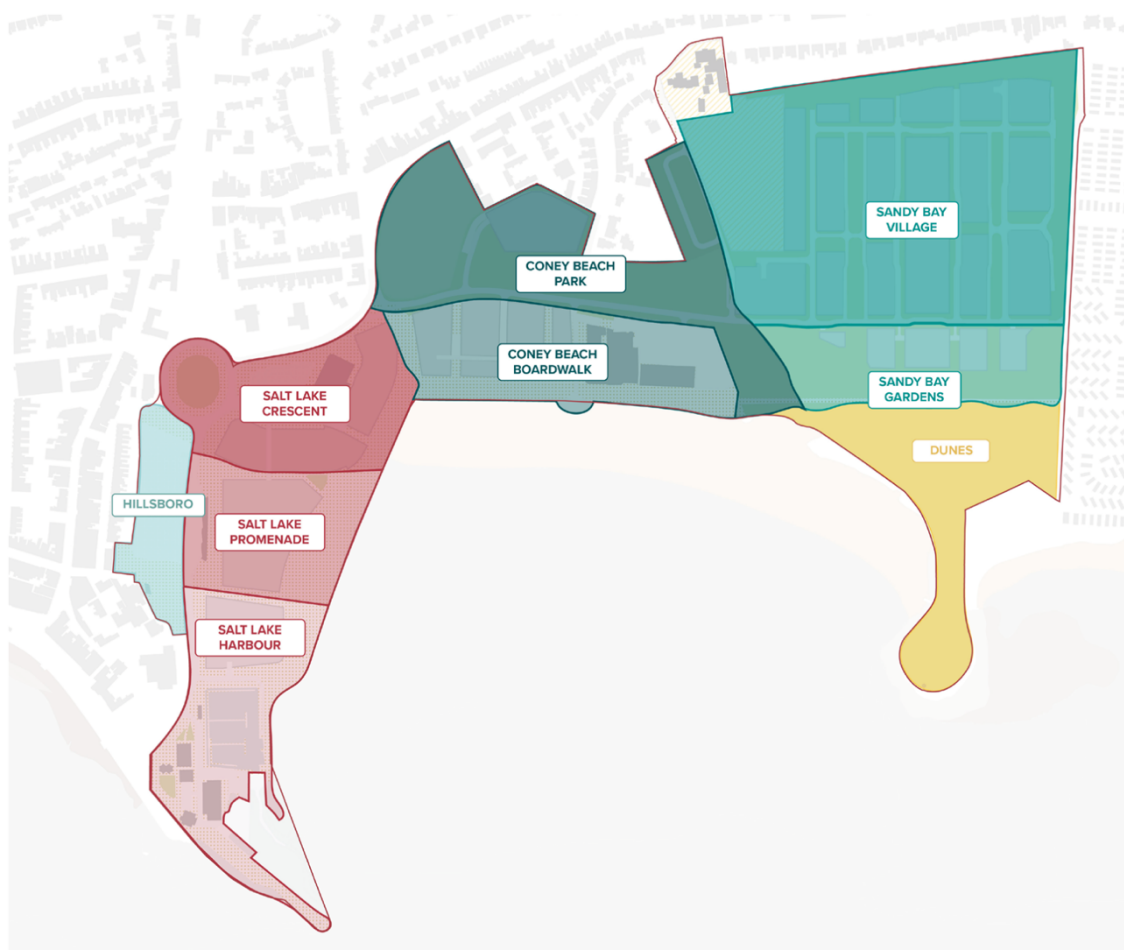


Plate 4.1: Character Areas Plan

Sandy Bay Village and Sandy Bay Gardens

- 4.2.6. Sandy Bay Village will form a residential village in the east of the Site. This area is the largest and will comprise a mixture of single dwelling homes and apartments that will be

up to three storeys in height. An area of green landscape buffer is proposed along the northeast boundary of Sandy Bay Village. The green landscape buffer includes a sustainable drainage area, reptile habitats, and amenity planting to provide a buffer between the development and the existing residential uses.

- 4.2.7. Additionally, there is an education area to facilitate an extension of 2.2 hectares to the existing Newton Primary School in the northwest edge of Sandy Bay Village. An area to facilitate motorhome parking is proposed adjacent to the school site.
- 4.2.8. Sandy Bay Gardens is south of the Village and consists of four additional residential development blocks that are proposed to be up to four storeys. A Community Pavilion of up to two storeys is proposed to be located in this area in the illustrative masterplan. The development blocks are situated north of the sandy maritime landscape of the Relic Dunes. Between the apartments and the Relic Dunes, there will be the Gardens Park, which will have play facilities but also an infiltration basin, which is a key part of the site's sustainable drainage, and will be integrated into the landscape design. The landscaping elements of Sandy Bay Gardens are discussed further below under 'Open and Green Spaces'.
- 4.2.9. A Beach Hub will be located to the north-west of the Relic Dunes, adjacent to Sandy Bay Park. It will be a public amenity area, one storey in height, and will include a café, sauna, beach/surfing facilities, and flexible amenity space. The Beach Hub will provide health and wellbeing benefits through the provision of new local amenity uses, which are surrounded by the natural sandy environment of the dunes, and will ensure the integration between Coney Beach Park, Sandy Bay Gardens Park, and the Relic Dunes.

Relic Dunes

- 4.2.10. The Relic Dunes form a distinctive landscape character area to the south of Sandy Bay Village and Gardens and have high ecological value. As part of the proposals, the Dunes are to be retained and protected, with an additional Dune area to be provided on the eastern side of the existing Relic Dunes. The addition will expand and enhance the ecological and habitat value of the Relic Dunes
- 4.2.11. A natural boardwalk will connect the Relic Dunes to Sandy Bay Gardens, and the adjacent Coney Beach character areas, which in turn will connect to the Salt Lake character areas. The natural boardwalk will be part of a wider series of investments to the public realm throughout the masterplan area, which will provide a continuous pedestrian and cycle connection between Trecco Bay in the east and the Esplanade in the west.

4.2.12. Further south, the Trecco Bay viewpoint will provide landscaping enhancement, including new seating and a Trim Trail to provide improved access to this location and the striking views over Sandy Bay and Trecco Bay.

Coney Beach Park and Coney Beach Boardwalk

4.2.13. Coney Beach Park will form a large green corridor in the north of the Site. With respect to the built development, residential development blocks are proposed to the north, together with a proposed surface-level car park. The remainder of the area is characterised by existing and proposed green spaces/parks, including the existing Griffin Park, which will be enhanced, the existing Monster Park, which will be enhanced as a natural woodland area with boardwalks and natural play features, and a new green space that will provide a Pump Track / Skate Track area and a Community Garden.

4.2.14. The Open Space and Landscape section provides further details on the design parameters, but the Coney Beach Park will provide a key west / east green corridor that will connect seamlessly to the Sandy Bay Gardens Park and Relic Dunes. It will provide significant public amenity, opportunity for wellbeing and fitness, and biodiversity enhancement.

4.2.15. The Coney Beach Boardwalk will form a mixed-use area within the south of this character area; it will have direct views over Sandy Bay and abut the existing Hi-Tide property. Coney Beach Boardwalk will be located on the area of hardstanding, previously occupied by the Coney Beach Pleasure Park. The illustrative masterplan proposes six development blocks, with commercial space on the ground floor and residential apartments on the upper floors. The buildings will predominantly be up to 4 storeys in this area, extending up to 6 on the western-most block. Parking in this area will be provided as surface-level parking, as well as some undercroft parking. The masterplan also identifies the opportunity to enhance the adjacent Hi-Tide Car Park.

4.2.16. The Boardwalk will form part of the continuous walking and cycle route through the masterplan area, providing connectivity with the natural boardwalk in the Sandy Bay Garden character area to the west and the Eastern Promenade in the Salt Lake character area. The Boardwalk will play as a key area for clear movement, while also providing essential space for commercial uses, integrating seating areas to provide an enhanced visual connectivity, and overlooking Sandy Bay.

4.2.17. The proposed Flood Defences along the Boardwalk will replace and modernise the existing flood defences and provide a series of steps down to the beach, thus improving the pedestrian access to the beach.

Chapter 4 – Development Description

4.2.18. Vehicle access to the beach will be provided from the Spine Road, with a new access delivered. The new Spine Road will be a key infrastructure that will provide the primary west-to-east connection for the Masterplan. The access point will be from the A4106 Roundabout, allowing connection to The Portway and Eastern Promenade. The Spine Road will provide access to Coney Beach, to the retained Hi-Tide property and further east to the Sandy Bay character areas. Full details are provided in respect of the proposed Spine Road.

4.2.19. The existing roundabout on The Portway is to be enhanced as a Green Gateway due to its key role as a primary access point. The ecological island in the middle will feature artwork and lighting elements.

Salt Lake Crescent

4.2.20. The Salt Lake Crescent character area is located in the north of the existing Salt Lake area, to the east of where the existing Aldi Supermarket is located. In terms of built development, two development areas are proposed. The southern area will be a block of homes that will be up to 4 storeys, while the northern area will be approximately 23,500sqft of flexible leisure space. This area will be a great space for meanwhile uses and leisure attractions that will ensure Porthcawl remains a key coastal destination that attracts visitors throughout the year, to the benefit of the local economy. Examples of uses could include fairground rides and attractions, places to eat and drink, a seasonal ice rink, and an outdoor cinema and performance areas. It is envisaged that built structures in this area would be up to 2 storeys, although some fairground rides may exceed these. The meanwhile uses would be agreed via the planning and licensing processes as required. Surface-level car parking for private and public spaces is also proposed in this area.

4.2.21. The size of the existing Promenade in Salt Lake Crescent will be increased and will allow for the continuous pedestrian and cycle link connection to the east to Coney Beach Boardwalk and down south towards the rest of the Salt Lake character areas, down to the Esplanade, which is outside of the masterplan area.

Salt Lake Central and Eastern Promenade

4.2.22. Salt Lake Central sits in the heart of the wider Salt Lake area. The character area is made up of one large development block, with commercial uses on the ground floor and residential uses on the upper floors. The illustrative masterplan proposed a series of breaks on the east front of the development block, although the exact design will be agreed at the reserved matter stage. The storey levels are broken up to provide a robust variation

Chapter 4 – Development Description

between 3 and 4 storeys, and to enhance views out to the east. Within the centre of the development block, private and semi-private amenity space is proposed for residents, with amenity landscaping elements.

4.2.23. The Eastern Promenade provides extensive public open space, outdoor seating, and offers extensive views over Sandy Bay and towards the Trecco Bay viewpoint. The Eastern Promenade will provide flexible space for seasonal events and outdoor activities, including an Interactive Play Water Feature (surface water fountain) (See below the Landscape and Open Space Strategy for more information).

4.2.24. As part of the expanded Promenade to allow for the continuous pedestrian and cycle connection, there will be no vehicle access proposed, apart from emergency vehicles and key service vehicles. Development in the Salt Lake character areas will be served from The Portway. The existing Metrolink bus station is located to the west of the development block.

Salt Lake Harbour

4.2.25. Salt Lake Harbour comprises an extension of the existing Porthcawl Harbour, which has already been subject to significant investment through the regeneration of the Jennings Building and the delivery of the Cosy Corner. In the masterplan, this character area will provide homes, commercial and leisure uses, a hotel, and health and wellbeing use, including a Gym and Studio, and flexible community spaces. The buildings within the character area range from 2 to 6 storeys. In the masterplan, only the hotel, which is located on the western edge of the area, will be 6 storeys.

4.2.26. A Lido, an 8-lane outdoor public pool, is proposed to support the Gym and Studio space, and is ancillary to the Hotel and Residential uses. This outdoor public pool will be a key local asset for the local community and will provide views over the Harbour. Under this space, undercroft parking is also proposed.

4.2.27. Development near the Harbour will be mainly restricted to the targeted upgrade of the ground surfacing to coordinate with the Promenade & Dock Street Extension.

Hillsboro

4.2.28. The Proposed Development will provide an improvement to the existing surface-level Hillsboro Car Park. The improvements will provide an enhancement to the environment and the efficiency of the Car Park.

4.2.29. In the south edge of Hillsboro Car Park, Hillsboro Square is proposed, which will be. A key public realm enhancement that will help improve the connectivity between Porthcawl town

centre and the wider Masterplan via the enhanced west/east link located on the south frontage of the Salt Lake Harbour development block called Wapping Wharf. Hillsboro Square will provide some flexible commercial units. Examples of uses could be places to eat and drink. The built structures in this area would be up to one storey. The uses would be agreed via the planning and licensing processes as required.

Public Open Space Strategy

4.2.30. The Proposed Development includes approximately 20 ha of Public Open Space. A hierarchy of green spaces is proposed:

- **Natural spaces:** Existing natural spaces are to be enhanced where possible, and new habitats are proposed to connect with existing ones, enhancing biodiversity and improving access to natural spaces.
- **Parks and formal green spaces:** To include Griffin Park, its enhancement, and extension into a larger linear park.
- **Semi-public spaces:** The site of the existing Newton Primary school will be increased in area to provide a larger green space and school sports provision.
- **Squares, village Greens, and pocket parks:** These are proposed neighbourhood green spaces for local recreation, social activity, and play.
- **Streets:** Proposed streets will contribute towards green infrastructure routes, with trees, SuDS, and planting.
- **Communal gardens:** In residential areas, these will include allotments, growing spaces, and places to rest and socialise
- **Private gardens:** A large part of the residential area will be private gardens that contribute significantly to biodiversity.

4.2.31. The Landscape Strategy Plan is included in Volume 2, Figure 4.3: Landscape Strategy Plan.

Key Public Spaces (Hard Landscape)

4.2.32. Four 'Key Hard Landscape Public Spaces' are proposed, which will play a central role in the development, defining the character and identity of the development, providing important public gathering places, connecting key areas along the waterfront, enhancing accessibility, and creating a cohesive, vibrant public realm that supports leisure, events, and the local economy. These are:

Chapter 4 – Development Description

- Coney Beach Boardwalk: commercial and public amenity spaces (see character area description above).
- Salt Lake Crescent: flexible leisure space, meanwhile and leisure uses (see character area description above).
- Salt Lake Promenade: public amenity space and seasonal event spaces (see character area description above).
- Hillsboro Square: flexible commercial space and seasonal uses (see character area description above).

Key Public Spaces (Soft Landscape)

4.2.33. Two 'Key Open Green Spaces' are proposed - **Sandy Bay Gardens** and **Coney Beach Park**:

4.2.34. Sandy Bay Gardens is a naturalistic open space to the south of Sandy Bay Village, forming a key part of the green corridor between Coney Beach Park and the Relic Dunes. It will feature sandy maritime planting and landscaping, and provide green public amenity spaces and gardens. These elements provide space for socialisation and recreation, supporting the health and wellbeing of users and enhancing biodiversity across the area. The Gardens proposes outdoor activities, including a natural play area, while also contributing to sustainable drainage. A flexible amenity space located at the western edge may accommodate commercial uses such as crazy golf. A natural boardwalk will go through the edge of the dunes, connecting Sandy Bay Gardens to Sandy Bay Village and to Trecco Bay. The natural boardwalk will provide access across the wider masterplan, including access to Coney Beach Boardwalk and to the Eastern Promenade.

4.2.35. Coney Beach Park forms a large linear green corridor, forming a central parkland that connects the retained area of Griffin Park, the former Monster Park, linking to the proposed Sandy Bay Gardens and Relic Dunes. Griffin Park will be largely retained with the addition of a MUGA and social seating areas. Griffing Park will provide access to Monster Park and a pumping station.

4.2.36. Monster Park will be a new multi-functional park combining the old Monster Park area with the former Coney Beach land to connect to Griffin Park. Established trees are to be largely retained with habitat enhancement and careful integration of a Woodland Walk feature in the northern section. Other features to include will be a LAP, NEAP, an all-wheel Pump Track facility, Informal Play and Community Garden with food production opportunities.

Chapter 4 – Development Description

4.2.37. Overall, Coney Beach Park will offer integrated play, including adventure play with both formal and natural woodland play. The park will also support health and wellbeing through the outdoor gym and wheel park with a pump track. The park forms a key movement corridor with an active travel network.

Landscape

4.2.38. The landscape design is described in detail in the Design and Access Statement that accompanies the application. The above description provides a suitable outline of how it helps form the Proposed Development.

Access and Movement

4.2.39. A Movement Framework has been developed and is presented within the Design and Access Statement. The framework sets out primary streets, secondary streets, access streets, and people streets within the Site.

4.2.40. Active Travel Routes are a key part of the entire proposal and are incorporated into the design and layout of each character area.

Table 4.2: Table of Parameters (See Volume 2, Figure 4.5: Building Parameter Plan)

Character Area	Proposed Use	Height	Depth (North South)	Depth (East West)	Floors / Storeys
Sandy Bay Village (Zone 10)	Residential and Open Amenity Spaces	Min 8.5m Max 11.5m	Min 5m Max 14m	Min 6m Max 14m	Up to 3 Storeys
Sandy Bay Gardens (Zone 9)	Residential, Open Amenity Spaces, and Community Use	Min 20.5m Max 20.5m	Min 15m Max 46m	Min 15m Max 46m	Up to 4 Storeys
Sandy Bay Gardens (Zone 8)	Residential, Open Amenity Spaces, and Community Use	Min 8.5m Max 8.5m	Min 12m Max 16m	Min 15m Max 25m	Up to 1 Storeys
Coney Beach Park (Zone 7)	Residential, Open Amenity Spaces, Informal Play Areas	Min 8.5m Max 14.5m	Min 15m Max 46m	Min 24m Max 64m	Up to 4 Storeys
Coney Beach Boardwalk (Zone 6)	Residential, Retail, and Commercial Uses	Min 8.5m Max 20.5m	Min 12m Max 80m	Min 12m Max 45m	Up to 6 Storeys
Salt Lake Crescent North (Zone 5)	Retail and Commercial Uses	Min 8.5m Max 8.5m	Min 20m Max 34m	Min 4m Max 12m	Up to 1 Storeys
Salt Lake Crescent South (Zone 4)	Residential Uses	Min 11.5m Max 14.5m	Min 19m Max 40m	Min 18m Max 47m	Up to 4 Storeys
Salt Lake Central (Zone 3)	Residential, Retail, Commercial, and Open Amenity Spaces	Min 11.5m Max 14.5m	Min 56m Max 130m	Min 17m Max 90m	Up to 4 Storeys
Salt Lake Harbour (Zone 1)	Retail, Commercial, and Open Amenity Spaces	Min 11.5m Max 20.5m	Min 35m Max 84m	Min 16m Max 20m	Up to 6 Storeys
Salt Lake Harbour (Zone 2)	Retail, Commercial, and Open Amenity Spaces	Min 8.5m Max 17.5m	Min 35m Max 61m	Min 8.5m Max 25m	Up to 5 Storeys

4.3. Construction Phase

Outline Planning Application – Wider Masterplan

- 4.3.1. As Outline Planning Permission is sought for all Proposed Development components except for the spine road, only the principles of the construction phase can be considered at this stage.
- 4.3.2. In respect of the outline elements, the consideration of construction hours, activities, vehicles and any other consideration would be expected to comprise further details as part of reserved matters or latter planning conditions in the form of a Construction and Environmental Management Plan. The principles will align with the mitigations of the Proposed Development.
- 4.3.3. The proposed Phasing Plan is provided in Volume 2, Figure 4.4: Phasing Plan.

Full Planning Application – Spine Road

- 4.3.4. In respect of the proposed spine road, the details of construction methods, timing, and phasing are necessarily broad at this stage. The limits of the assessment, however, have been set sufficiently wide to allow a robust assessment to be undertaken of a reasonable worst-case scenario.
- 4.3.5. The timing of the construction of the Proposed Development would be dependent on securing planning permission and the discharge of planning conditions.
- 4.3.6. Further details in respect of construction working hours, staff, and vehicles will be presented in a CEMP AND CTMP, which is anticipated to be subject to planning conditions.
- 4.3.7. Waste produced during construction will be kept to a minimum and will be managed and sorted accordingly. Only registered waste management companies will be utilised to dispose of construction waste (packaging, wood, metal) or waste from the construction team (general domestic or canteen/kitchen waste). The specialist engineering, procurement, and construction contractor hired to construct the Proposed Development will ensure that all waste is disposed of responsibly using only licensed waste management companies. This will be subject to appropriate due diligence checks before contracting.

4.4. Operational Details

- 4.4.1. Similar to construction, the operational details will be considered at later stages of reserved matters or later conditions of any planning permission.
- 4.4.2. The specific nature of the operations at the Site will be the responsibility of the relevant developers and management company(s), who would ultimately be in control of the commercial operations within the Site. Notwithstanding, it is proposed that much of the Site will be residential in nature.
- 4.4.3. The principles of operation would align with the requirements of the planning application conditions and details provided.