

PORTHCAWL CIVIC TRUST SOCIETY

Registered Charity No 515757 Founded 1970

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LDP Proposals for Porthcawl

The ultimate test of the soundness of the LDP rests with its compatibility with its visions and objectives.

BCBC's Vision and Objectives relating to Porthcawl

NR3 Porthcawl, in its pivotal position on the Swansea Bay waterfront, should [maintain and enhance its role as a vibrant and distinctive tourism and leisure destination](#).

LS16 The Porthcawl Waterfront Regeneration Site will need to be delivered to revitalise the town as a [premier seaside resort](#).

OBJ 1d To realise the potential of Porthcawl as [a premier seaside and tourist destination](#) by prioritising the regeneration of its waterfront and investing in key infrastructure. This will also improve the attractiveness of the town as a place to live and work, whilst enhancing the vibrancy of the Town Centre.

Porthcawl

4.3.13 The key to the area's success is to balance the nature of development proposed with the [interests of tourism](#) and that of the environment.

PLA1: Porthcawl Waterfront, 1,115 residential units.

Porthcawl Town Centre 5.4.50 Porthcawl has been the focus of long-established plans for [tourism-led regeneration](#) focused along the waterfront.

Tourism

5.4.127 Future Wales emphasises the importance of tourism as part of the foundational economy

A key objective of the Welsh National Marine Plan is to 'recognise the significant value of coastal tourism and recreation to the Welsh economy and well-being and ensure such activity and potential for future growth are appropriately safeguarded'.

1. To produce high quality sustainable places.

1c. To realise the potential of Porthcawl as a [premier seaside and tourist destination](#) which capitalises on the regeneration of its waterfront.

1.19 Porthcawl Regeneration Area COM 1(25)

This 48 hectare brownfield waterfront site provides a significant opportunity through comprehensive regeneration to transform [Porthcawl into a premier seaside resort](#).

4.16 Porthcawl has been the focus of long-established plans for [tourism-led regeneration](#) focused along the waterfront. Porthcawl benefits from primary road connections to the wider strategic road network (the M4).

3. Vision and Objectives

Regeneration led growth will also be channelled towards Porthcawl through redevelopment of its waterfront to capitalise on the town's role as [a premier seaside and tourist destination](#).

Several Key Issues and Drivers of the Replacement LDP (notably NR3 and LS16) highlight the importance of maintaining and enhancing Porthcawl's role as [a vibrant and distinctive tourism and leisure destination](#) through re-developing the Waterfront Regeneration Area and capitalising on its pivotal position on the Swansea Bay waterfront.

Porthcawl Civic Trust Society is of the opinion that BCBC's intention to build in excess of 1,115 dwellings within Porthcawl will not encourage tourism neither will it achieve the overarching aspiration to create a premier seaside resort of regional significance.

The majority of employment in Porthcawl is tourism related, the draft LDP will only provide 40 jobs at the proposed Aldi store. Urbanisation by building in excess of 1,115 dwellings will not increase tourism and therefore not increase employment.

Porthcawl Civic Trust Society reject the Draft Replacement LDP in relation to the development of Porthcawl as the outcome will not deliver the overarching aspiration to create a premier seaside resort of regional significance.

It is difficult to believe that building an Aldi store, in excess of 1,115 dwellings and virtually eradicating car parking will deliver the overarching aspiration "to create a premier seaside resort of regional significance."

Currently, the total number of car parking spaces in Porthcawl is approximately 2,645, excluding Newton and Rest Bay car parks.

The removal of approximately 2,000 car parking spaces will result in approximately 600 car parking spaces left to service the town for both residents and visitors. The majority of tourists coming to Porthcawl arrive by car and if they cannot park they will not visit the town and Porthcawl will be forsaken in favour of Aberavon or Barry.

In addition to the loss of approximately 2,000 parking spaces for tourists, there will be an additional parking requirement for residents of the new housing development on Salt Lake. This requirement does not seem to be adequately addressed in the RLDP.

BCBC claim that the RLDP consultation was "very effective" having received 1221 responses, yet this figure only represents about 0.9% of the population of the borough. BCBC has confirmed that it does not know exactly how many representations are specifically from Porthcawl residents or whether they support the regeneration proposals. Porthcawl residents are very worried about the prospect of an extra 1,115 dwellings being built in Porthcawl. The majority of residents would not know that the "regeneration" plans were contained in the RLDP and many would not know what that was. Ample opportunity has been missed in informing residents of the plans, without fail our council tax bills arrive annually, notification could have been placed in the same envelope/email thus actively engaging with residents.

The RLDP shows that the vast majority of land in the Porthcawl regeneration area is dedicated to housing and only a small percentage is allocated to tourism or leisure.

It is the Society's contention that the current RLDP relating to the Porthcawl Regeneration does not comply with the Well-being of Future Generations Act, in that once the land is lost to residential development, present and future generations will not be able to enjoy the amenities which a 'Premier Tourist Resort' destination should provide.

Yours sincerely

Mrs. Caroline Vaughan
(Honorary Secretary)