

PORTHCAWL PLACEMAKING STRATEGY

Capacity Studies

May 2022





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4.0 SUMMARY

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1.0 INTRODUCTION

1.0 INTRODUCTION

The purpose of the Porthcawl Placemaking Strategy is to provide a framework for the development of Porthcawl Waterside over the short, medium and long term.

This document is supplementary to the Placemaking Strategy main document published by Bridgend CBC. Whilst it provides indicative layouts which demonstrate the potential capacity of the individual development areas that form the wider development site, the layouts shown do not represent fixed designs nor any form of illustrative masterplan. Such detail will be developed in due course and will be informed by further public consultation at the appropriate time.

These capacity studies were created as a high level 'test' to explore the implications of the Placemaking Strategy on the likely quantum of development, given the parameters being set out with regard to open space/infrastructure, access/movement, development site areas, building footprints/frontage lines, heights/massing and usage.

The following pages illustrate how development may be brought forward in accordance with the Placemaking Strategy and confirm assumptions made. However, they do not represent fixed design solutions nor detailed feasibility/viability of the developments. Further feasibility and viability work will be required as each development area comes forward whilst the studies in this document may serve as a useful benchmark or starting point.

This document should be read in conjunction with the Placemaking Strategy main document whilst certain aspects have been copied over for ease of reference.









2.0 CONTEXT

2.1 PORTHCAWL WATERSIDE

The Placemaking Strategy is focussed on 32 ha of land located to the west of Porthcawl Town Centre, also referred to as Porthcawl Waterside. The focus area is indicated by the red line boundary opposite, stretching in a curve around Sandy Bay and comprising areas known as Hillsboro, Salt Lake, Griffin Park, Coney Beach, Former Monster Park, Sandy Bay (former caravan park), Newton Primary School and the Relic Dunes.





3.0 FUTURE DEVELOPMENT AREAS

3.0 OVERVIEW

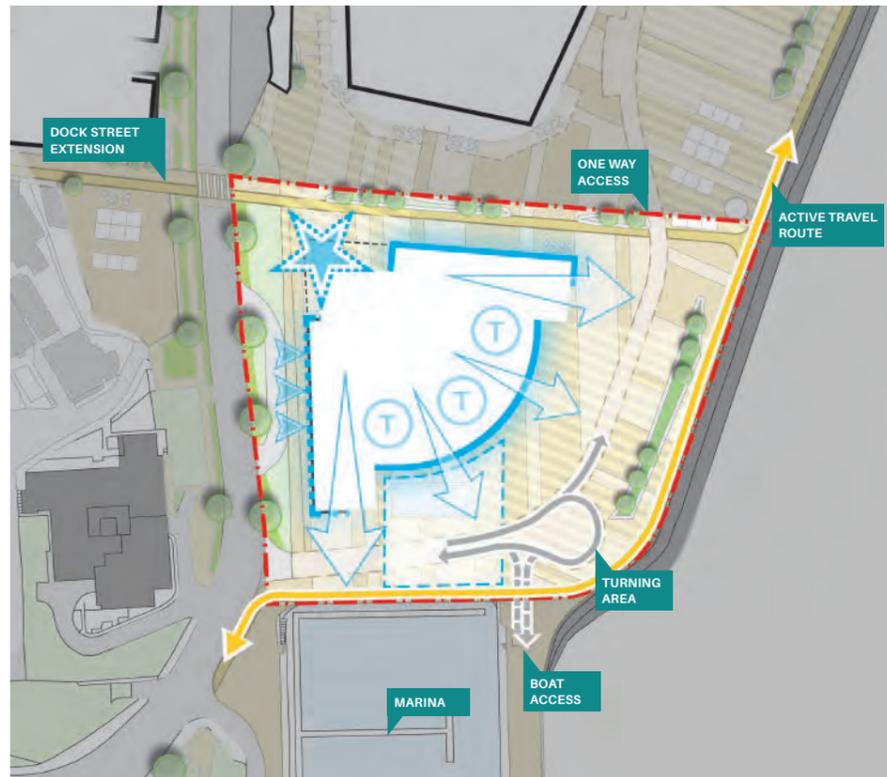
Six principal areas of future development have been identified. Each area may contain several sub areas representing development opportunities in their own right, some of which are already committed to or underway. The diagramme opposite has gaps between the areas for clarity, such as along the extended Dock Street or new foodstore access road. In practice, these areas of new or improved highway or public realm will need to be delivered as part of an adjacent development, whichever comes first.

The following sections confirm the key criteria and recommendations for each area set out within the Placemaking Strategy main document and go on to illustrate potential development that may be delivered within those criteria, through high level capacity studies. It is anticipated that individual development briefs will be created incorporating the principles and strategies within the Placemaking Strategy document and these studies may provide a useful point of reference.

Three sites, outside of the Waterfront area itself, have also been identified as possible areas for future enhancement including; A - The Square, B - Awel Y Mor Community Centre and C - The Police Station. These sites have not been the subject of any high level capacity study.



3.1 SALT LAKE SOUTH



- Take advantage of views out and Sun path
- Key Corner - Built form to address extended Dock Street and new Bus Interchange Plaza
- Public Realm to connect new development with Marina
- Frontage to extend to Dock Street and towards Eastern Promenade. Frontage to be active at ground floor
- Frontage to Portway could accommodate servicing
- Potential service access
- Opportunity for publically accessible roof terraces
- Access required for boats on trailers

KEY OPPORTUNITIES

- Create a new high quality leisure development as an extension of the Marina
- Create an exciting and memorable focal point
- Frame an extended Dock Street with active ground floor frontage
- Maximise the superb views out to the East and South over the beach and harbour
- Provide opportunities to enjoy the views and sunshine from an elevated position
- Provide high quality public with a wide range of potential flexible uses - outdoor theatre, pop-up markets, events, water features, artwork, outdoor museum
- Provide indoor sheltered space - Winter Garden?
- Variety of restaurant and cafe spaces with outdoor facilities
- High quality hotel for visitors, conference and business

KEY CONSTRAINTS

- Ensure any commercial development remains accessible and inclusive
- Ensure the extent of development provides meaningful, high quality public realm
- Any commercial development will need to be serviced and have some car parking available

KEY FIGURES:

Salt Lake South Site Area	1.52 Ha
Mixed Use Leisure Site Developable Area	0.84 Ha
Indicative Number of Hotel Beds	120
Indicative Hotel GFA	10,080 m ²



3.1 SALT LAKE SOUTH

This development site has not been subject to a capacity study but an indicative scheme was drawn up in response to a request for images to promote the site for potential hotel use. Timescales for this exercise were very short demanding a very high level scheme. Technical aspects such as servicing, access and circulation have been referenced but without any level of detailed consideration or resolution.

The indicative scheme adopts an 'L' shaped configuration, assuming a central corridor with bedrooms either side at the upper levels and a main entrance with vertical circulation core in the 'elbow'. The building also steps up from two storeys to five storeys plus roof plant rooms, toward the northwest corner to address this key approach from Portway and the new bus interchange.

The L shape captures an excellent southwest aspect, placing commercial spaces at ground floor and on a first floor terrace which is open to the public. A Winter Garden is also shown towards the marina.

Located effectively on an island with public realm all sides, there is no 'rear' servicing opportunity and service access has been shown off Portway. This will need to be delicately handled. The indicative layout does not include any car parking and whilst parking could be provided 'off site' further thought needs to be applied to drop off and disabled parking facilities.

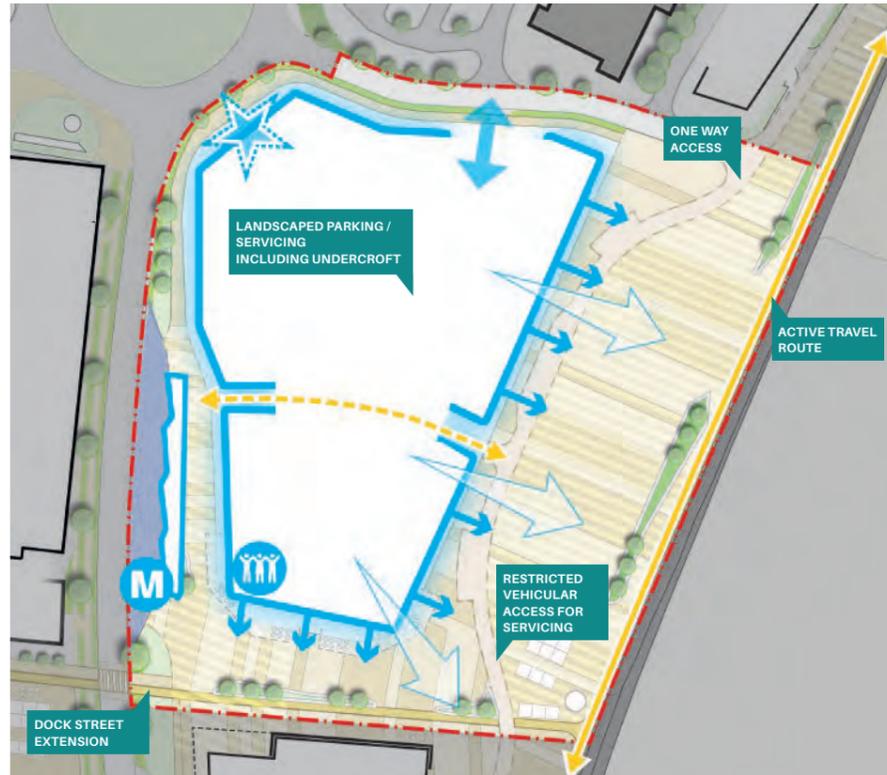
Whilst detailed floor layouts have not been worked up, the stepped arrangement shown is likely to provide 120 bedrooms. The ground floor footprint of 3610 m² would accommodate commercial and ancillary uses with a further 1380 m² at first floor for conferencing and restaurant, along with a terrace of 900 m².

At this time, these areas are a function of the massing shown for the visualisations, rather than based upon a commercial brief. The indicative scheme provides generous areas of public realm, particularly towards the marina and promenade with the building footprint occupying 55% of the wider site.

Whilst an indicative hotel scheme has been prepared in order to test the potential capacity of the leisure site the specific nature and scale of any future leisure proposals will be subject to further consultation and detailed design work at the appropriate time.



3.2 SALT LAKE CENTRAL



- Multi purpose high quality public realm
- Restricted vehicular access for servicing
- M Metro Bus interchange and Cycle Hub
- M Community Hub - potential Cafe, Community Services, Library
- Frontage
- Active Frontage at ground floor
- Key corner on approach
- Vehicular access

KEY OPPORTUNITIES

- Create large public open space on Eastern Promenade - wide expanse of high quality urban realm capable of accommodating markets, craft fairs, temporary exhibitions, mini golf
- Strong connection to new Metro Link - Space to arrive and orientate
- New Plaza with access to buses, e bike cycle hire, community space, possible library/drop in, cafe
- High quality new homes above cafes, shops and flexible community spaces at ground floor. Opportunity for start up businesses, co-working and drop in centres.
- Reduced one way vehicular access on Eastern Promenade for servicing
- Utilise the change in level on Portway to conceal cars under a landscaped parking deck over part of Salt Lake
- Provide pedestrian route through development between Eastern Promenade and the Metro Link
- Spaces to meet, sit and relax and for informal performance
- Vibrant animated ground floor uses
- Vertical landmark to signal arrival at Metro Link Plaza
- New Artwork on Eastern Promenade

KEY CONSTRAINTS

- Change in level on western edge of site
- Proximity of Residential Units to the proposed Metro Link
- Prioritise pedestrian and cyclist movement across Portway which remains as a significant vehicular route
- Design for all weathers



GROUND FLOOR PLAN



TYPICAL UPPER FLOOR PLAN

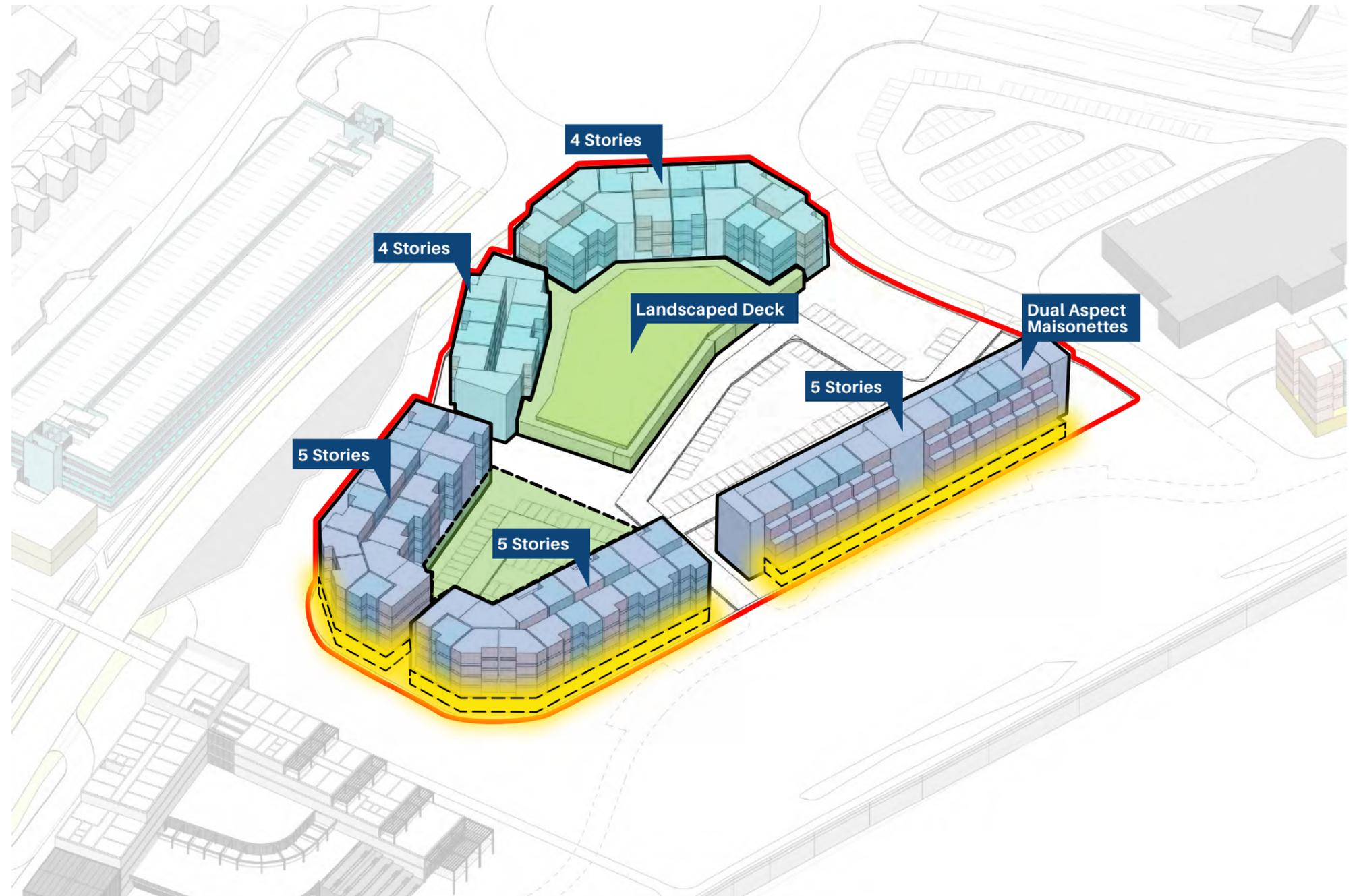
3.2 SALT LAKE CENTRAL

The capacity study adopts perimeter blocks, generally having apartments either side of a central corridor with dual aspect apartments towards the promenade, over commercial and community spaces. An allowance has been made for horizontal and vertical circulation, together with some servicing. There has been no brief regarding housing mix and all apartments are currently drawn to comply with DQR.

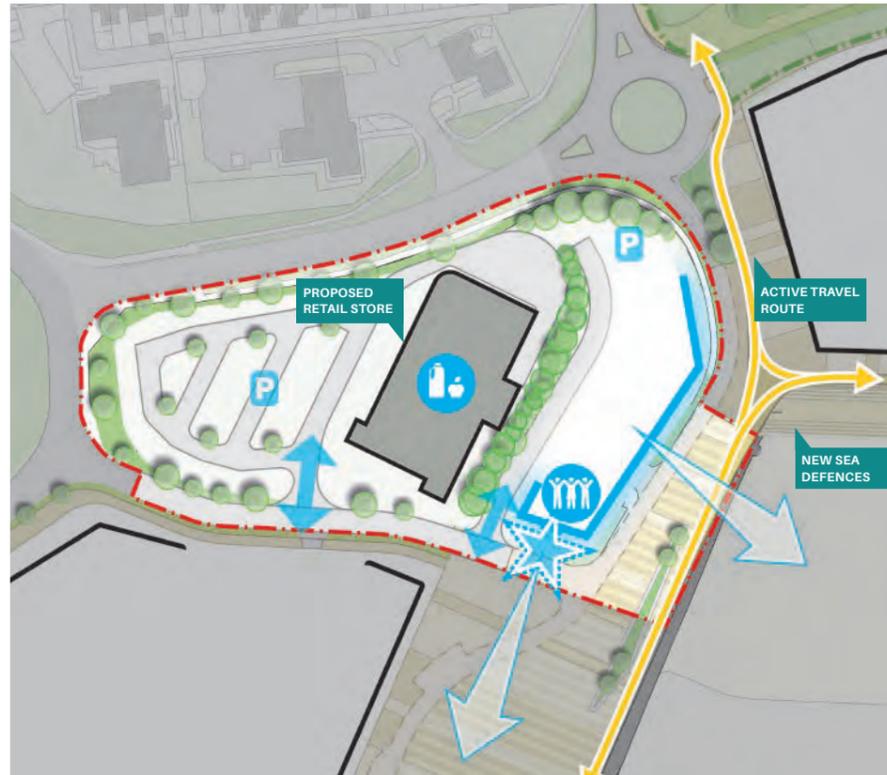
Parking at an approximate ratio of 1 space per home is shown in the central space which is partly decked over to provide green amenity space. There are level changes across the site which have not been considered in detail at this stage.

KEY FIGURES:

Salt Lake Central Site Area	3.93 Ha
Developable Residential Site Area	1.79 Ha
Number of Homes	240
Total Number of Apartments	206
Total Number of Maisonettes	34
Dwellings per Ha	134.1 dpHa
Indicative Flexible Ground Floor GIA	2354 m ²
Required Parking (2 per House, 1 Per Apartment)	240
Number of Parking Spaces	220



3.3 SALT LAKE NORTH



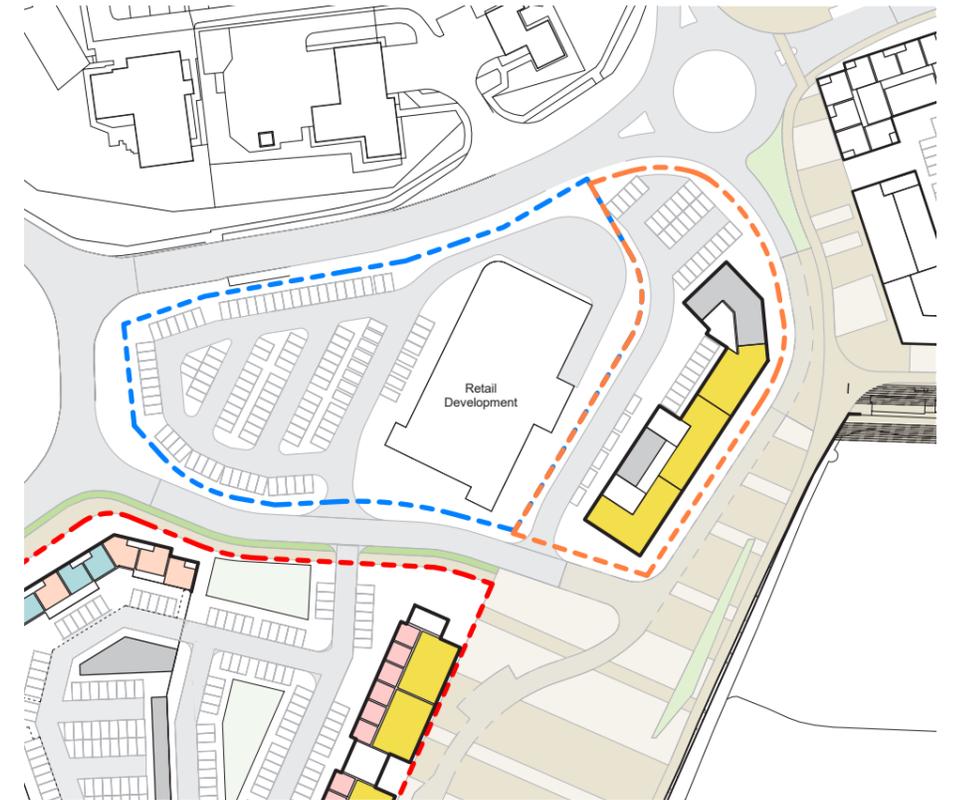
- Landscaped Parking
- Vehicular Access
- Key Elevation / Corner onto Public Realm
- Visual screen to Foodstore
- Frontage
- Community facility opportunity - Cafe / Club space
- Foodstore

KEY OPPORTUNITIES

- Prominent site at 'Hinge' between Eastern Promenade and Sandy Bay
- First views through to the beach from visitors arriving from Portway to the North
- Development to frame large public open space to the south
- High quality new homes above cafes, shops and flexible community spaces at ground floor. Opportunity for start up businesses, co-working and drop in centres.
- Potential for assisted living accommodation
- Reduced one way vehicular access on Eastern Promenade for servicing, one way exit to new roundabout to the north
- Vibrant animated ground floor uses

KEY CONSTRAINTS

- Visual screening required to hide service areas of the foodstore
- Design for all weathers



GROUND FLOOR PLAN



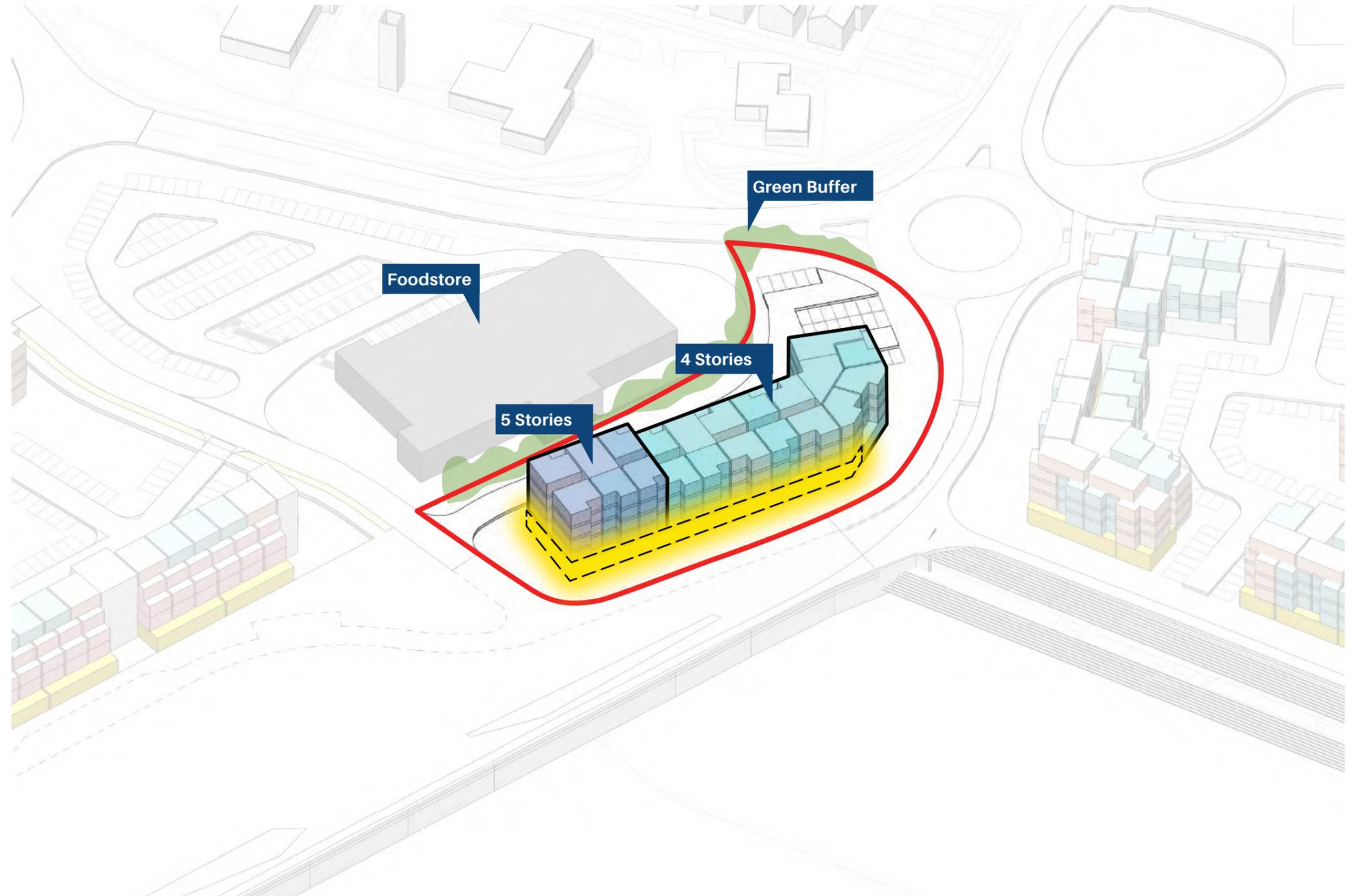
TYPICAL UPPER FLOOR PLAN

3.3 SALT LAKE NORTH

A simple footprint has been adopted with apartments either side of a central corridor and communal or commercial space at ground floor.

The building and parking/servicing occupy the entire site whilst the development enjoys the shared amenity spaces if the wider Waterfront development.

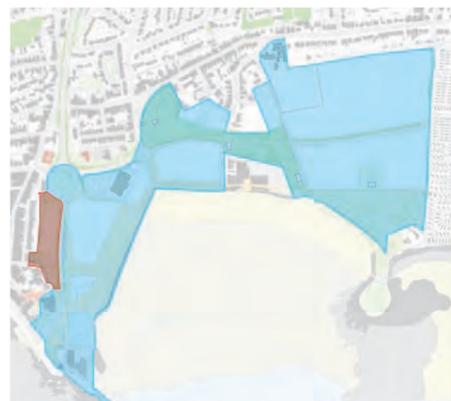
The parking shown is a little tight and currently falls short of 1 space per home. This may however be appropriate for specific residential uses where car ownership and usage is low.



KEY FIGURES:

Salt Lake North Site Area	1.77 Ha
Developable Residential Site Area	0.46 Ha
Number of Homes	59
Dwellings per Ha	128.3 dpHa
Number of Parking Spaces	43
Indicative Flexible Ground Floor GIA	638 m ²
Required Parking (2 per House, 1 Per Apartment)	59
Total Parking Spaces	43

3.4 HILLSBORO



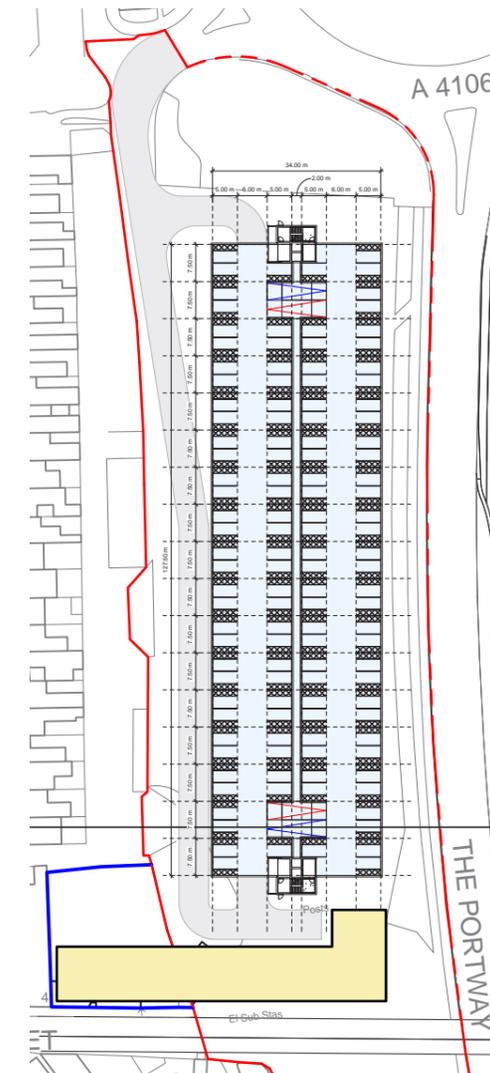
- Important corner on approach
- Vehicular Access
- Potential Service Access
- Community / Commercial opportunity
- Important Facade - High quality and modulated
- Frontage
- MSCP - 600 -700 spaces
- Conservation Area

KEY OPPORTUNITIES

- Improved, rationalised car parking facility to create high quality arrival space
- MSCP Option 01 - Split Level Deck - 4.5 stories with half a store excavated along Portway.
- MSCP Option 02 - Single Level Deck with ramp access - 4 stories.
- Presentation of the MSCP to the Portway roundabout demanding something better than a 'standard MSCP design approach'
- Potential for new avenue of trees along Portway with a high quality modulated and vertically punctuated MSCP facade behind. Good orientation for possible living green walls
- Allow at least 20% of spaces to be enlarged spaces for accessible, family and electric vehicle charging
- Incorporate commercial building to create active street frontage onto the Dock Street extension and link to the existing town centre. Could be potential for a contemporary 'box park' type development
- Flexible community event space for pop-up markets to the south of the Dock Street extension

KEY CONSTRAINTS

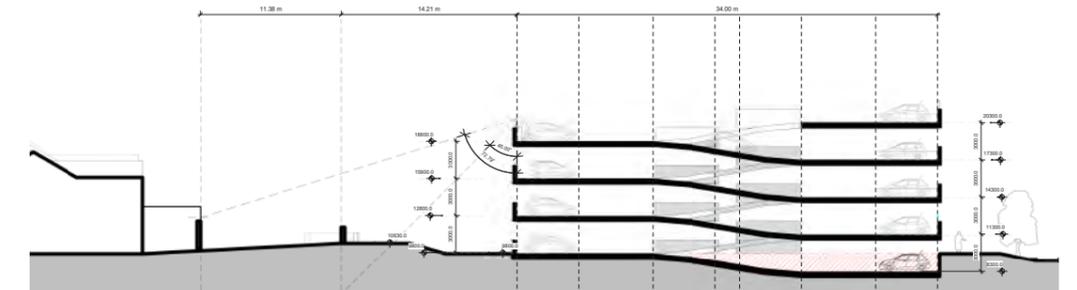
- Prioritisation should be given to pedestrians and cyclists crossing Portway
- Proximity of MSCP to neighbouring residents - position MSCP close to Portway and respect rights to light
- Commercial building lies within the Porthcawl Town Centre Conservation Area
- Electric substation to north of Dock Street
- Ground conditions along Hillsboro could affect viability of excavation in MSCP Option 01



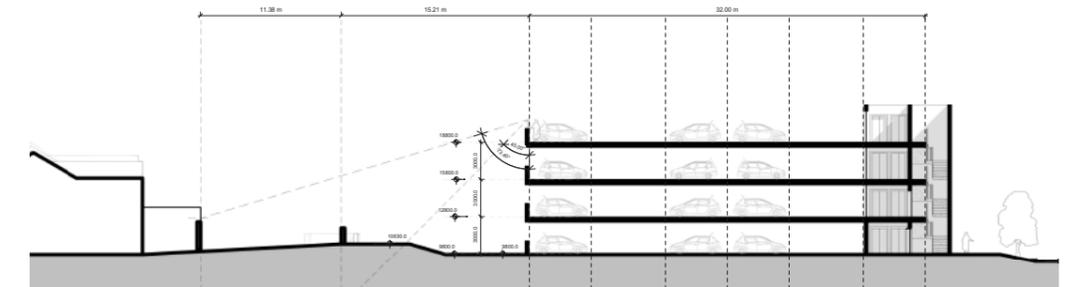
MSCP OPTION 01 - GF PLAN



MSCP OPTION 02 - GF PLAN



MSCP OPTION 01 - SECTION



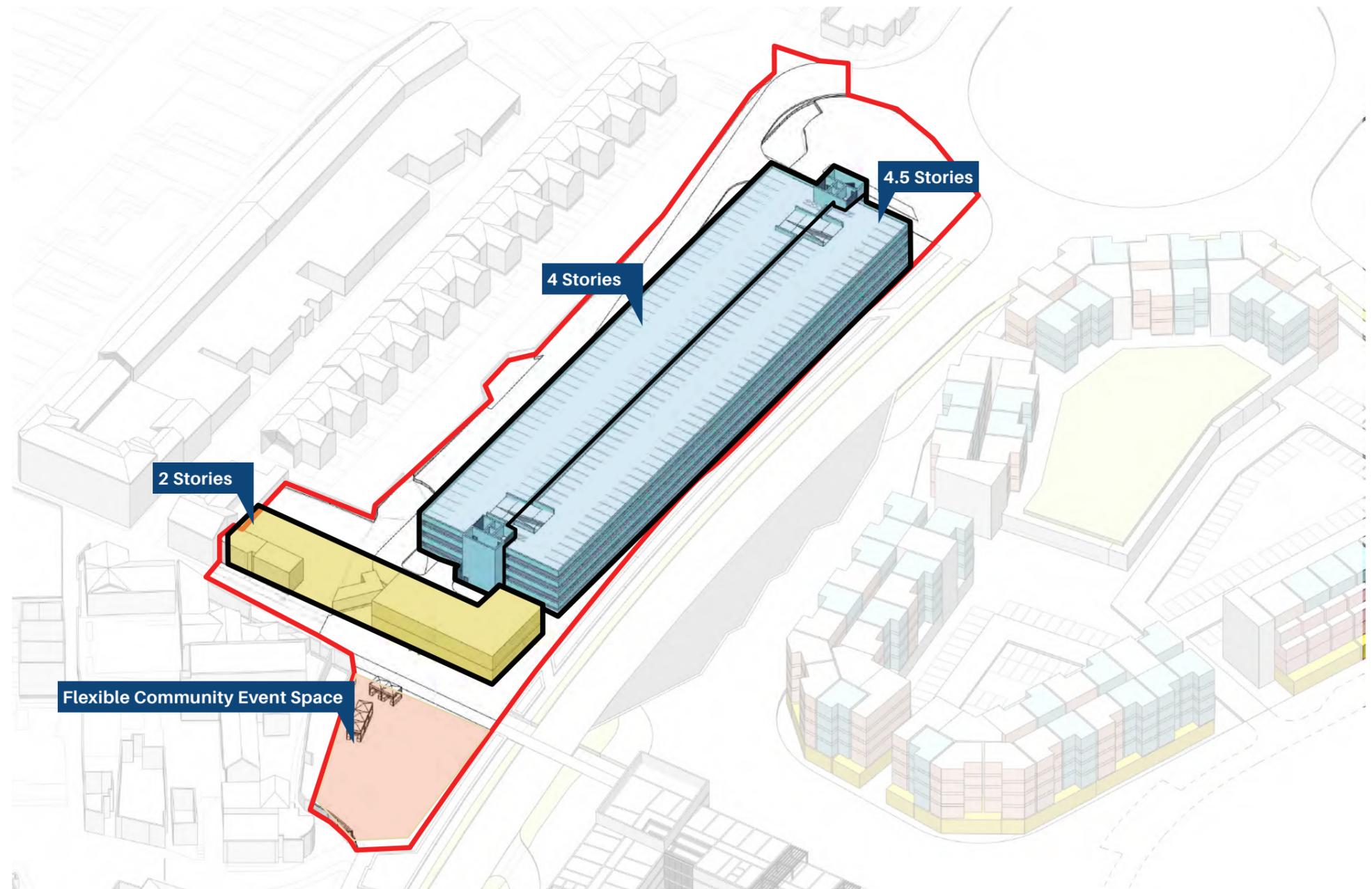
MSCP OPTION 02 - SECTION

3.4 HILLSBORO

This simple capacity study illustrates how a double bank of regular parking adopting either a split section with connecting ramps, or a flat floor with external spiral ramps, would sit on the site. Further discussions would be required to determine the length and height of any final solution. Mixed use space is indicated onto Dock Street.

Further more detailed studies are recommended that may also consider alternative future use as modal shift in transportation is realised, together with potential articulation and architectural treatment of the Portway façade.

Whilst an indicative Multi Storey Car Park scheme has been prepared in order to test the potential capacity of the existing Hillsboro Car Park site the specific nature and scale of any future parking proposals and overall transportation strategy will be subject to further consultation and detailed design work at the appropriate time.



KEY FIGURES:

Hillsboro Site Area	1.46 Ha
OPTION 01	
Number of Stories	4.5
Number of Standard Spaces	606
Number of Enlarged Spaces	154 (20.3%)
Total Number of Spaces	760
OPTION 02	
Number of Stories	4
Number of Standard Spaces	558 (20.1%)
Number of Enlarged Spaces	140
Total Number of Spaces	698
Commercial Building Number of Stories	2
Commercial Building GIA per Floor	761
Commercial Building Total GIA	1522 m ²

3.5 SANDY BAY WEST



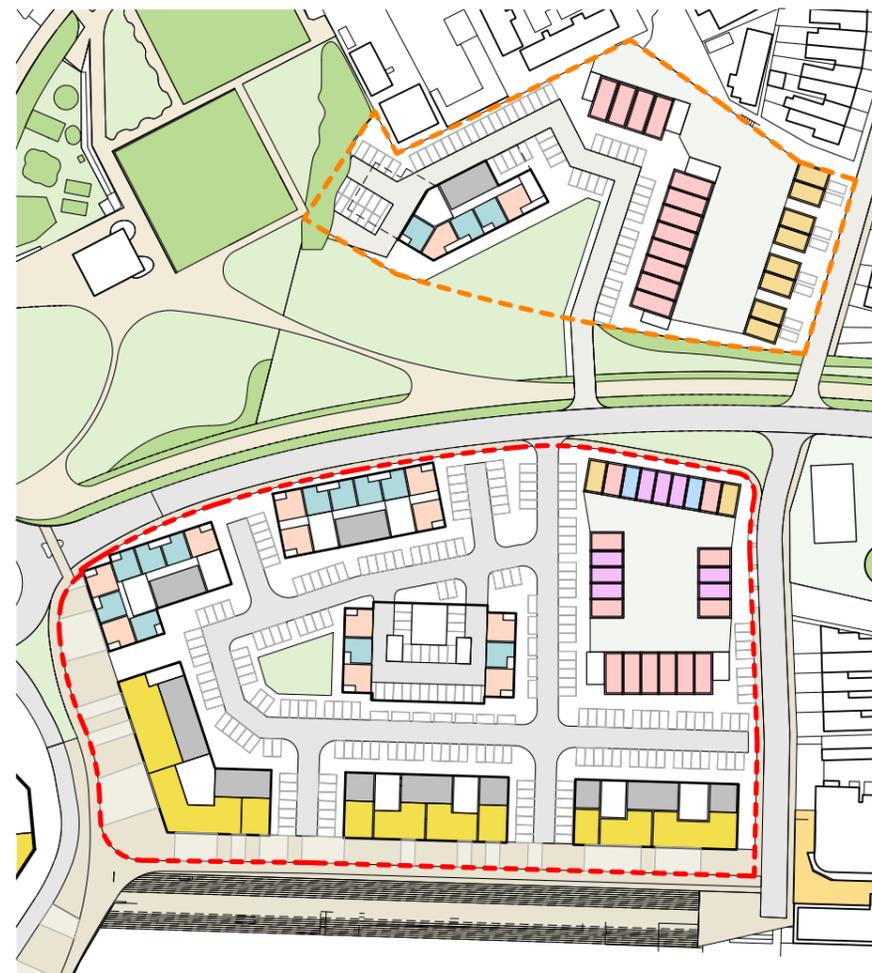
- Change in level (Approx. 4m)
- New Roundabout
- New Vehicular Access Route cut into level change
- Mackworth Road stopped off at new access road - pedestrian / cycle access only
- Corners of development to be expressed
- All perimeter is important Frontage
- Parking and servicing from inner courtyard
- Active frontage at ground floor
- Griffin Park extended onto higher plateau
- High quality public realm
- Community building

KEY OPPORTUNITIES

- Southern plot has potential for a large mixed use development with south facing seafront aspect.
- High quality urban realm including new sea defences/revetment wall to the south
- Continuing the theme of vibrant ground floor uses continuing across from eastern Promenade
- Extension of Griffin park onto upper plateau - potential to provide attractive outlook for blocks not facing onto the beach
- Opportunity to tie into existing urban grain on Mackworth Road with house typologies that take advantage of the change in level.

KEY CONSTRAINTS

- Level change across the proposed new spine road
- Level change along Mackworth Road
- Level change from Griffin Park up to upper plateau
- Design for all weathers



GROUND FLOOR PLAN

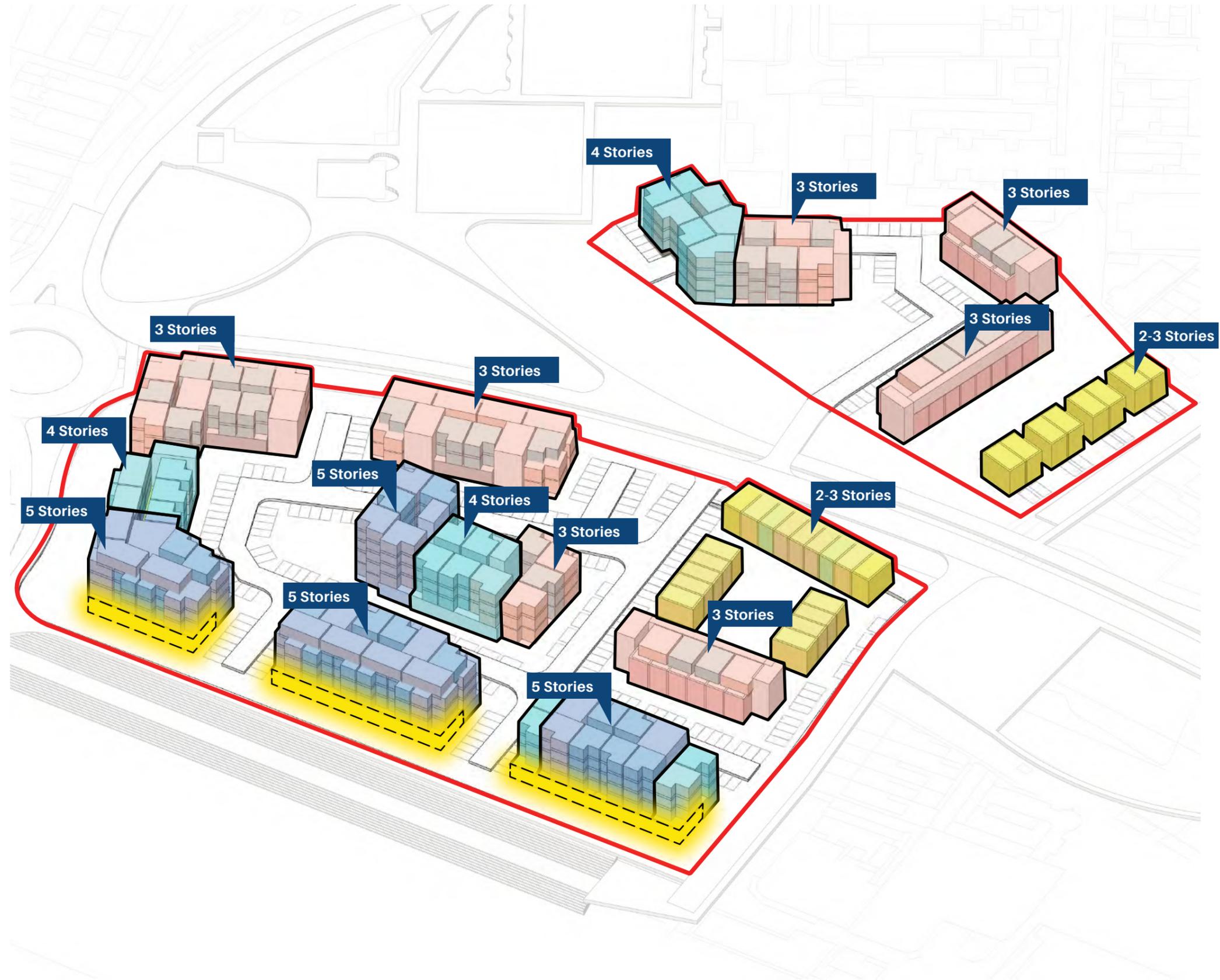


TYPICAL UPPER FLOOR PLAN

3.5 SANDY BAY WEST

There is no current brief with regard to housing mix and the study illustrates predominantly apartments, over ground floor commercial space along the beach frontage, with some houses. All apartments are currently drawn to DQR standards.

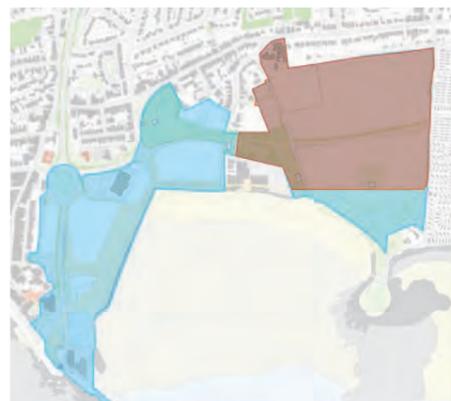
A parallel exercise has been carried out to establish the principles of placing an access road through into the site. This is included in section 3.7.



KEY FIGURES:

Sandy Bay West Site Area	6.17 Ha
Developable Residential Site Area (North)	0.83 Ha
Number of Homes	63
Dwellings per Ha	75.9 dpHa
Number of Parking Spaces	84
Developable Residential Site Area (South)	2.09 Ha
Number of Homes	247
Indicative Flexible Ground Floor GIA	1609 m ²
Dwellings per Ha	118.2 dpHa
Number of Parking Spaces	233
Total Developable Residential Site Area	2.92 Ha
Total Homes	310
Total Houses	26
Total Maisonettes	30
Total Apartments	254
Total Dwellings per Ha	106.2 dpHa
Required Parking (2 per House, 1 Per Apartment)	336
Total Parking Spaces	317

3.6 SANDY BAY EAST



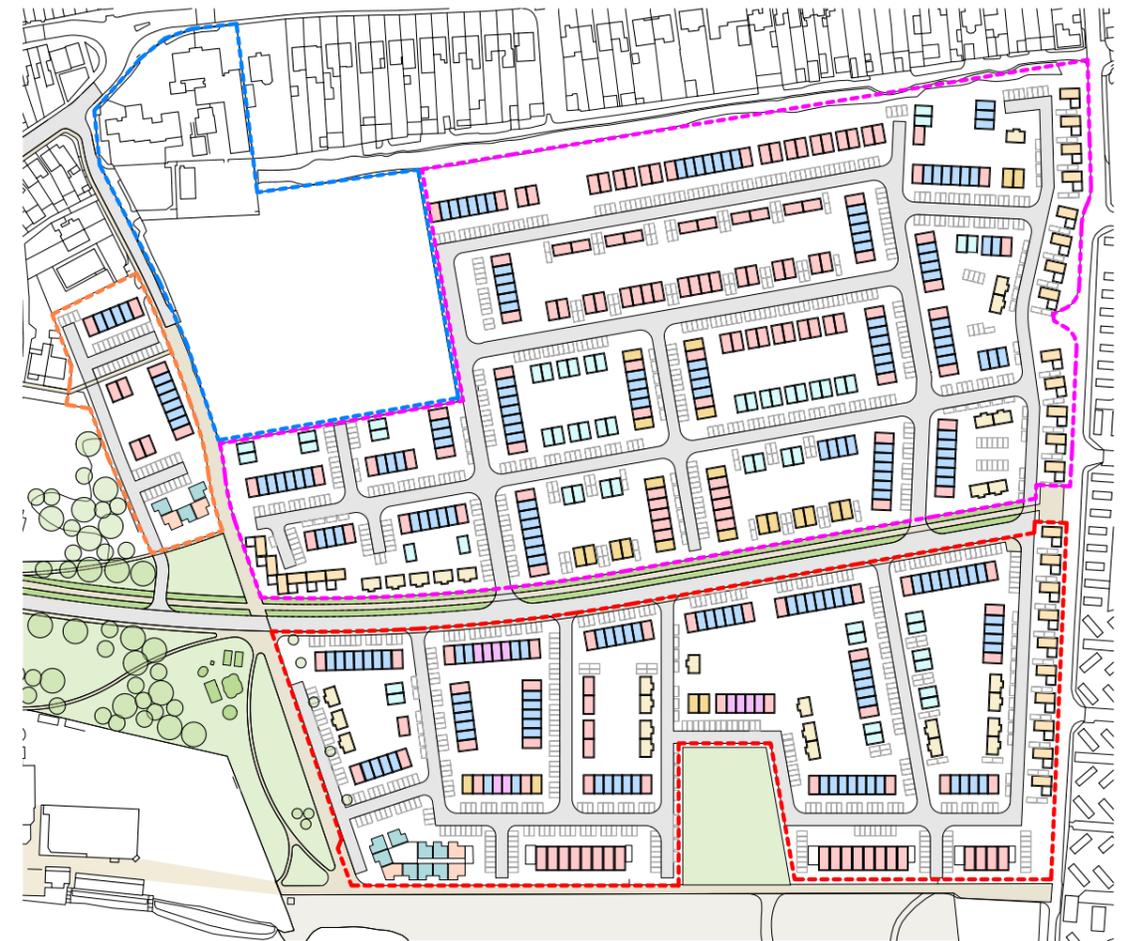
-  Primary access
 -  Visual Stop to Primary Route - Public space / Artwork
 -  Important corners
 -  Gateway
 -  Community Facility
 -  Primary Frontage
 -  Open space to address potential school access
- Landscaped Active Travel route with homes' frontages All perimeter is important Frontage

KEY OPPORTUNITIES

- Enhancement of Monster Park and creation of gateway area leading into the development area
- Potential for family homes adjacent to high quality public recreational spaces including the Relic Dunes and Sandy Bay
- Extended school facilities
- New links and connections to integrate with Trecco Bay
- Vehicular access from Sandy Lane restricted to School use. Development to be served by the new link road.

KEY CONSTRAINTS

- Significant ground works likely to be required
- Design for all weathers
- View to Sandy Bay restricted by Relic Dunes



3.6 SANDY BAY EAST

There could be many solutions to the internal layout of this large site. The capacity study adopts a fairly orthogonal approach with a combination of semi-detached or terraced houses over much of the site, together with larger, more innovative double aspect houses to the east and apartments towards the sea, looking over the dunes.

The majority of the development is 'conventional' in the adoption of privacy distances and the capture of private gardens to illustrate potential capacity. House sizes have been reduced below DQR at the request of BCBC.

KEY FIGURES:

Sandy Bay East Site Area	17.21 Ha
Developable Residential Site Area (West)	0.59 Ha
Number of Homes	37
Dwellings per Ha	62.7 dpHa
Number of Parking Spaces	50
Developable Residential Site Area (North)	7.40 Ha
Number of Homes	309
Dwellings per Ha	41.8 dpHa
Number of Parking Spaces	587
Developable Residential Site Area (South)	4.85 Ha
Number of Homes	265
Dwellings per Ha	54.6 dpHa
Number of Parking Spaces	438
Total Developable Residential Site Area	12.84 Ha
Total Homes	611
Total Houses	494
Total Maisonettes	50
Total Apartments	67
Total Dwellings per Ha	47.6 dpHa
Required Parking (2 per House, 1 Per Apartment)	1105
Total Parking Spaces	1075



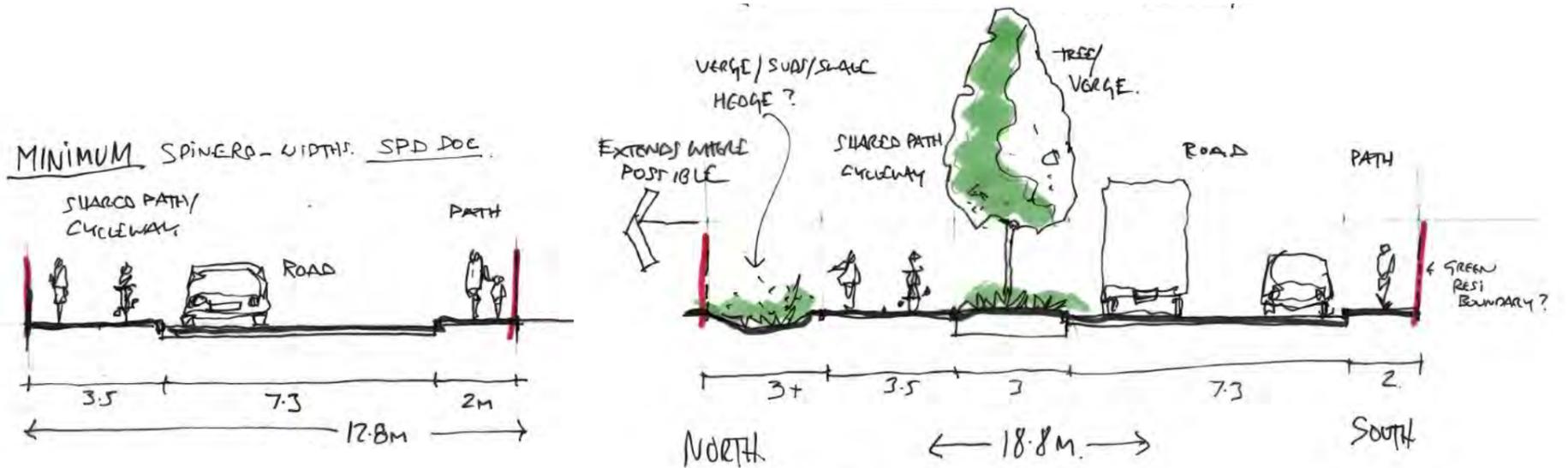
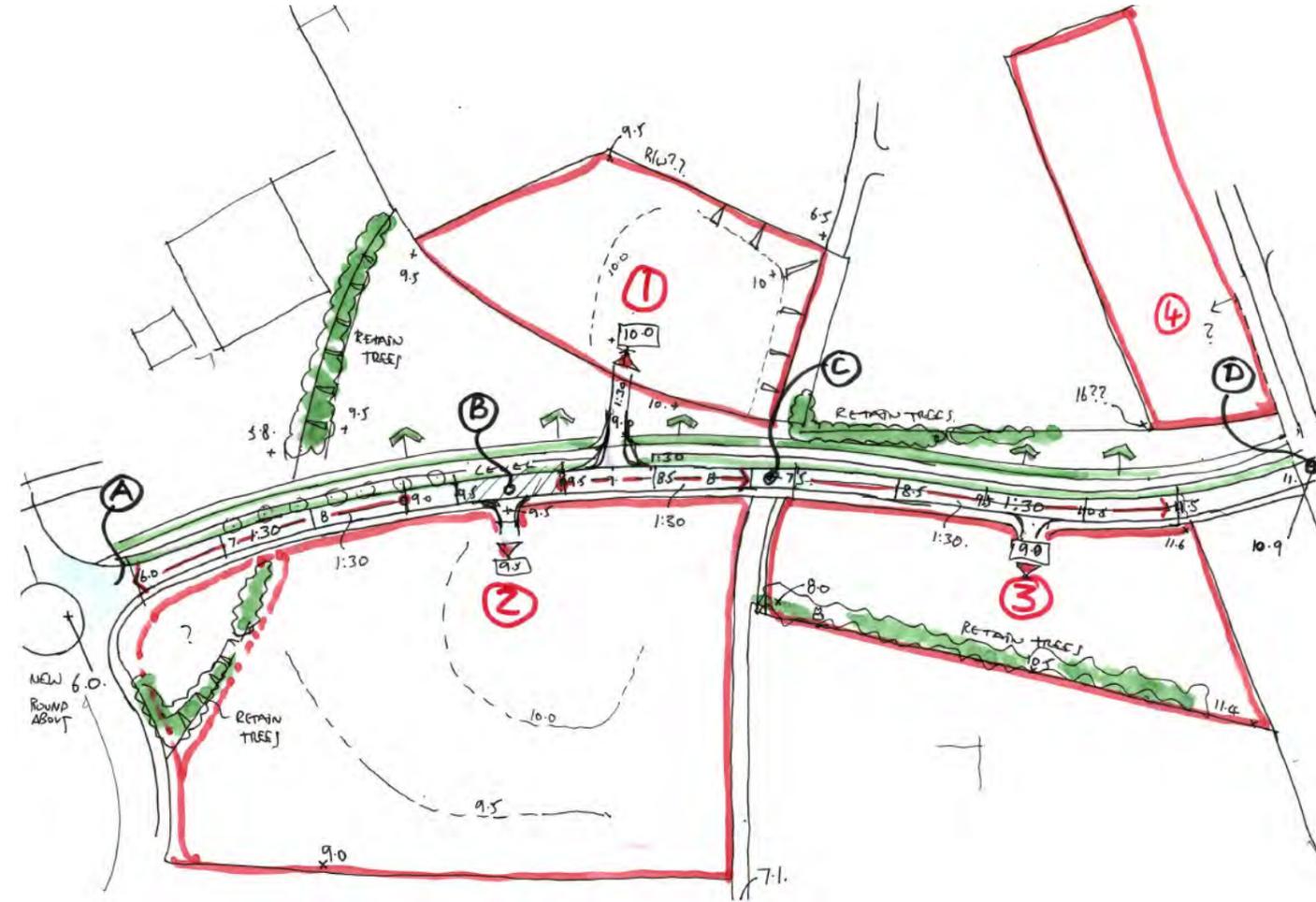
3.7 SANDY BAY SPINE ROAD OPTIONS

The Placemaking Strategy includes a new vehicular and Active Travel link into Sandy Bay East through Sandy Bay West (Coney Beach) to prevent the existing roads from New Road taking new traffic. A significant challenge arises from the existing change in level between Griffin Park and Coney Beach, approximately 4m. A high level study has been undertaken to consider potential options for the future line and level of this new access road.

The new spine road will link into a new roundabout on New Road at the southwest corner of Griffin Park. Further highways design is required to this roundabout which is shown indicatively. The spine road is shown having a generous width overall of some 18.8m comprising a 7.3m wide vehicular carriageway, a 2m pavement and a 3.5m shared path and cycle way, separated from vehicles by a 3m landscaped verge and another 3m verge for SUDs and biodiversity that bleeds into the existing landscape where possible. The spine road is pushed north as far as practical to maximise the green public amenity space retained through the former Monster Park.

Various options for levels were considered including reducing levels wholesale on Coney Beach and also cutting through Coney Beach to create a constant gradient from the new roundabout to Sandy Bay East. This requires steeper access roads into the development plots at Sandy Bay West, taking more space and the appearance of the 'cut' may be difficult to resolve. The option adopted rises as quickly as possible from the new roundabout up onto the Coney Beach land whilst still creating an active travel friendly route at around 1:30. Whilst cutting into Coney Beach initially, this approach quickly enables fairly level access both to the north and south into new development areas before continuing on across Mackworth Road and onto Sandy Bay East.

There has been no detailed engineering study at this stage and the study was limited to line and level proposals to meet good highways and active travel practice whilst providing access to future development areas. Further design and visualisation studies are recommended to explore how the new spine road rises through the corner of Griffin Park toward the existing retaining wall along Coney Beach.





4.0 SUMMARY

4.1 SUMMARY

The following pages confirm the overall Placemaking Strategy diagrammatically and combine the high level, indicative capacity studies for each development area.



KEY FIGURES:

Total Site Area	32.1 Ha
Total Developable Residential Site Area	18.0 Ha
Total Homes	1220
Total Houses	520
Total Maisonettes	114
Total Apartments	586
Average Dwellings per Ha	67.8 dpHa
Required Parking (2 per House, 1 Per Apartment)	1740
Total Residential Parking Spaces	1655
Total Flexible Ground Floor GFA	6123 m ²
Max. MSCP Parking Spaces	760
Total Mixed Use Leisure Hotel GFA	10,080 m ²



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