

# PLANNING, DESIGN & ACCESS STATEMENT

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**Old Porthcawl Hotel, John Street, Porthcawl**

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November, 2024



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**Description of Development:**

Revised scheme for P/18/758/FUL comprising the proposed refurbishment & redevelopment (partial demolition) including the provision of 22 x 1 & 2 bedroom residential units with commercial units and office at ground floor

**Location:**

Porthcawl Hotel, John Street, Porthcawl CF36 3AP

**Date:**

November, 2024

**Asbri Project ref:**

S24.192

**Client:**

Coastal Housing Group



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<b>Date</b>	November, 2024	November, 2024
<b>Revision</b>	-	-

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# INTRODUCTION

1.1 The purpose of this Planning, Design & Access Statement (PDAS) is to provide a clear and logical document to demonstrate and explain the various facets of design and access in relation to the site and to appraise the proposed development against relevant planning policies. It also presents the details of a planning application in a way that can be read both by professionals and the public.

1.2 The diagram (right), extracted from Chapter 3 of Planning Policy Wales 12, summarises the five objectives of good design that should be taken into account when preparing a DAS. The circular nature of the diagram represents the equal weightings that need to be given to each of the 5 Objectives of Good Design: Access; Movement; Character; Environmental Sustainability and Community Safety.

1.3 The submitted Design and Access Statement adheres to guidance embodied in the Welsh Government publication, Design and Access Statements in Wales, published in June 2017.

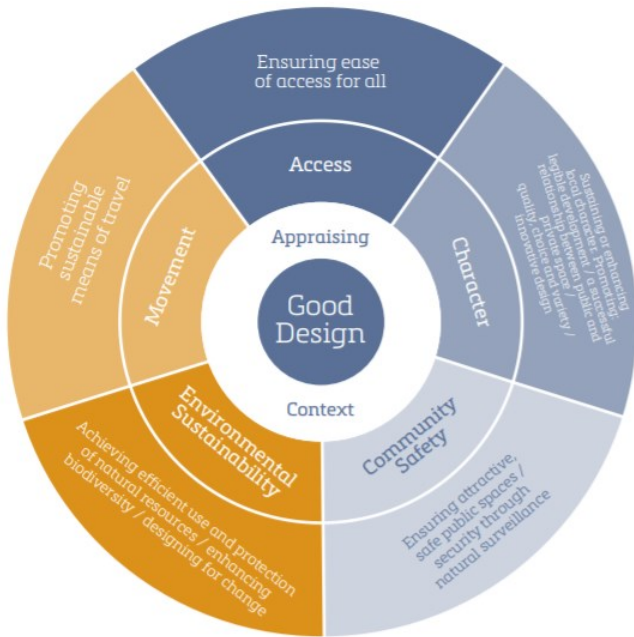
1.4 The statement is subdivided into eight sections, commencing with a brief overview of the site context and analysis in Section 2. Section 3 provides the vision and brief of the proposal. Section 4 interprets and applies the context of the brief and vision for the site, whilst Section 5 summarises the relevant planning policy. Section 6 sets out the proposal, explores the relevant design and access facets associated with the application and provides a response to planning policy. Section 7 comprises a planning appraisal. The document then concludes, under Section 8.

1.5 This PDAS has been prepared on behalf of Coastal Housing Group to accompany a full planning application comprising the revised scheme for P/18/758/FUL comprising the proposed refurbishment & redevelopment (partial demolition) including the provision of 22 x 1 & 2 bedroom residential units

with commercial units and office at ground floor at Porthcawl Hotel, John Street, Porthcawl CF36 3AP.

1.6 It should be noted that the planning application (ref: P/18/758/FUL) for the conversion of the former Porthcawl Hotel to provide residential dwellings and commercial units have been approved in 2021 and the development has been commenced lawfully followed by the discharge of pre-commencement conditions.

1.7 Coastal Housing Group, who is now the owner of the building, is currently seeking to amend the approved drawing to convert the first floor residential units to provide 5 no. additional residential units and an office on the ground floor. Followed by the discussion with the Local Planning Authority, it is advised to submit a new full application to cover the said amendments.



Document/drawing	Prepared by
Application Form	Asbri Planning
Planning, Design and Access Statement	Asbri Planning
Pre-Application Consultation Report	Asbri Planning
Site Location Plan	Asbri Planning
Proposed Site Plan	Prime Architecture
Elevation Drawings	Prime Architecture
Ground Floor & First Floor Floor Plans	Prime Architecture
Second Floor to Fifth Floor Floor Plan & Roof Plan	Morgan 2 Morgan
Proposed Basement Plan	Prime Architecture
Drainage and Highway Plan	Intrado Consulting Engineers
Environmental Noise Assessment & Acoustic Design Review	Hunter Acoustics
Flood consequences Assessment	Jubb Consulting Engineers Ltd.
Green Infrastructure Assessment	Asbri Planning
Construction Traffic Method Statement	Easyliving Ltd.
Commercial Vehicle Delivery Management Plan	Asbri Transport

PLANNING, DESIGN & ACCESS STATEMENT

SITE IN LOCAL CONTEXT

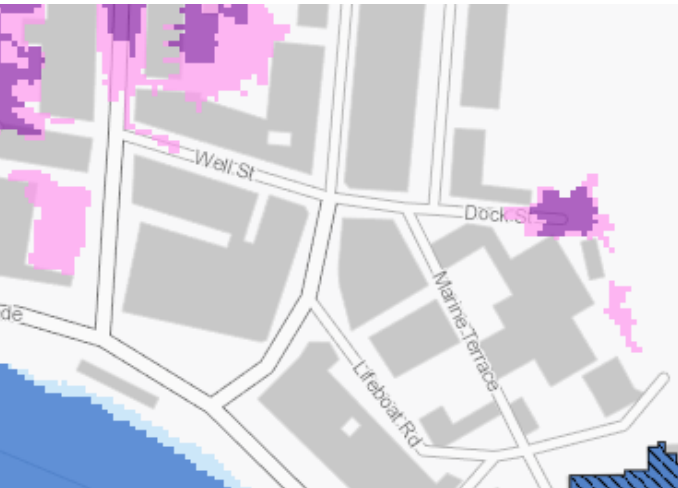




# SITE CONTEXT AND ANALYSIS



NRW Development Advice Map



NRW Flood Map for Planning

**Overview**

2.1 This section sets out the site’s general location and provides a brief description of the application site and its immediate surroundings.

**General Location**

2.2 The application site is located within the Porthcawl Town Centre. The proposed site lies to the far South of the town and is within a 5 minute walk of Porthcawl’s Esplanade. The site comprises 0.08ha which lies on the busy corner of Dock Street and John Street in the town centre of Porthcawl.

2.3 The site is surrounded predominantly by small shops with the exception of one medium sized retail unit that sits directly opposite on the Southern boundary. The closest residential street is to the eastern boundary of the site. The existing boundary of the site is adjoined at only one point. The northern building boundary which adjoins the neighbouring property at ground floor level completely, first floor level partially and second floor level partially. The site is located within walking distance of all local primary schools and secondary schools.

**Site Features**

2.4 The application site is currently a residential development site under planning permission P/18/758/FUL for the refurbishment and redevelopment of the site to provide 17 no. residential units and commercial units at ground and first floor. The site comprises of the former Porthcawl Hotel which is a Victorian building with later additions built between 1887 and 1897. It is not classed as a listed building but lies within the Porthcawl Conservation Area

2.5 The Porthcawl Hotel is a prominent corner building punctuating the street and forming a gateway into John Street and Dock Street. The consistency of height, the interest

of the roof line and variety of materials and heritage designs all add to the quality of the building as existing

**Site Context**

2.6 A review of Natural Resources Wales’ Development Advice Map shows the site lies within Flood Zone A, which indicates that justification test is not applicable and no need to consider flood risk further.

2.7 The Flood Map for Planning also echoes the above by stating that the site is located within Flood Zone 1, that there are no constraints relating to flooding from rivers or the sea, other than to avoid increasing risk elsewhere.

2.8 The Historic Wales maps shows that 2 no. listed buildings are located within close proximity to the site along John Street, which are known as Public Conveniences (Grade II listed building) and The Old Police Station (Grade II listed building), which are both located approx. 50m to the northwest of the site.

2.9 In addition, it should also be noted that the application site is located within the Porthcawl Conservation area, which requires development to preserve or enhance the character and appearance of the conservation area or its setting, which will be discussed in the following sections.

**Access and Movement**

2.10 By road, Porthcawl is approached via the M4 leaving at J37 and by following the A4229 dual carriageway straight down to the Porthcawl Seafront. The proposed set is setback from the seafront at just over 100 metres by road. The site can be access via Dock Street, John Street or Hillsboro Place.

2.11 Public transport within the area is at a good accessible level, with the closest bus stop located within a 10 minute walking distance from the application site. These routes will

SITE CONTEXT AND ANALYSIS



Historic Wales Map



Former Porthcawl Hotel

take you further out of Porthcawl to places such as Bridgend and Cardiff. The bus services also provide a local bus route which runs throughout Porthcawl and nearby surrounding areas. Additionally, it should be noted that a bus station development known as Porthcawl Metrolink is currently underdevelopment, which is located within 150m east from the application site. it is considered that the connection of the public transport will be significantly improved followed by the completion of the development.

2.12 The site also benefits from a well-lit footpath within the Porthcawl Town Centre Area, which provides opportunities for the residents to reduce car reliance and engage in active travel methods.

**Planning History**

2.13 A search has been undertaken in respect to the planning history at the site using the Council’s online planning explorer. The following recent planning history is relevant:

- *P/18/758/FUL Proposed refurbishment & redevelopment (partial demolition) including the provision of 17 X 1 & 2 bedroom residential units & commercial units at ground and first floor. Approved on 25.08.2021*
- *P/20/21/CAC—Conservation Area Consent for the demolition of Porthcawl Hotel Refused 16.03.2020*
- *P/20/685/CAC—Conservation Area Consent for partial demolition of the Porthcawl Hotel Approved on 25.08.2021*

2.14 It is noted that the planning permission ref: P/18/758/FUL has been commenced on site, and this application serves as a revised scheme of the said permission to remove the commercial units on the first floor and provide more residential units (22 no. in total) on site.

## THE VISION AND BRIEF

### The Vision

3.1 The key Design Visions are as follows:

- Quality residential apartments to WDQR Standards
- Maintaining an active frontage through developing the existing shop frontage at ground floor level
- Regeneration of iconic building
- Community development to boost local integration

3.2 The aim of the development is to create a new mixed use residential and commercial retail building to provide the existing residential neighbourhood and retail high street with new accommodation and two new accessible A1/A3 units.

3.3 The development also aim to optimise ground level access points and promote flow between the proposed commercial units and refining the servicing access needed to maintain and manage both the residential and commercial parts of the building.

3.4 The development will include new affordable apartments which will occupy the first floor to the forth floor. The ground floor will be rejuvenated with more structured commercial units. Along with the existing building receiving restoration to the existing architectural detailing and the new extension to the upper floors to generate internal space and external order to the rooflines.

3.5 The commercial activity at the ground floor level will give the surrounding community an improvement to the local environment. The already existing active frontage to the main high street can be positively improved as a result of the new scheme.

### The Brief

3.6 The proposed comprises of the revised scheme for P/18/758/FUL comprising the proposed refurbishment & redevelopment (partial demolition) including the provision of 22 x 1 & 2 bedroom residential units with commercial units and office at ground floor . It is noted that the planning application P/18/758/FUL has been approved on 25.08.2021 and the only material change for this scheme is to covert the first floor commercial units to provide 5 no. additional residential units and to include an office on the ground floor

3.7 In terms of the residential units proposed, as shown on the proposed plans (Page xx), the proposal comprises:

- 9 no. 1 Bed 2 Person Apartments
- 13 no. 2 Bed 4 Person Apartments

3.8 The ground floor area is to be altered to form two separate commercial units (A1 or A3 use) associated with a office (B1 use). The commercial units would have a floor area of 182.65 sqm and 152.28 sqm respectively and the proposed office will have a floor area of 17.8 sqm.

3.9 6 no. undercroft parking will be provided which includes a disabled car parking bay. Vehicle access to the car parking area would be created via a new entrance opening off Hillsboro Place which flanks the east of the site.

3.10 Pedestrian access to the residential units would be taken via Hillsboro Place to the east and John Street to the west and the access to the commercial units and office can be taken via John Street and Dock Street as shown on the site plan. A refuse store/waste recycling area would also be created within the ground floor of the building. An amenity space would be created to part of the flat roof aspect of the building.

3.11 The proposed development will provide a positive contribution to the Local Authority's housing demand, and enhance the existing commercial frontage along the high street.



## INTERPRETATION

4.1 The concept for the development of the site has derived from the following:

- Full site analysis including a full desktop study of the site and its surroundings
- A site visit and general visual assessment of the surrounding area.
- Discussions with the client and a full understanding of the brief and vision of the project, and

4.2 The above steps have presented the key opportunities and constraints for the site, which are outlined below:

### 4.3 Opportunities

**Sustainable Location** - the site is located within the Porthcawl Town Centre, which provides a wide range of shops and facilities within close proximity of the site.

**Surrounding Land Use** - The site is surrounded predominantly by small shops and existing residential dwellings are located at the immediate east of the site. The proposed mixed use development will not be considered as out of character.

**Planning History** - planning application (ref: P/18/758/FUL) for the conversion of the former Porthcawl Hotel to provide residential dwellings and commercial units have been approved in 2021 and the development has been commenced lawfully

**Housing Need** - Great opportunity to fulfil the housing needs in the local area.

**Public Transport** - Sustainable transport facilities are located within close proximity connecting to the wider area

**Site Topography** - The topography of the site is mostly

level.

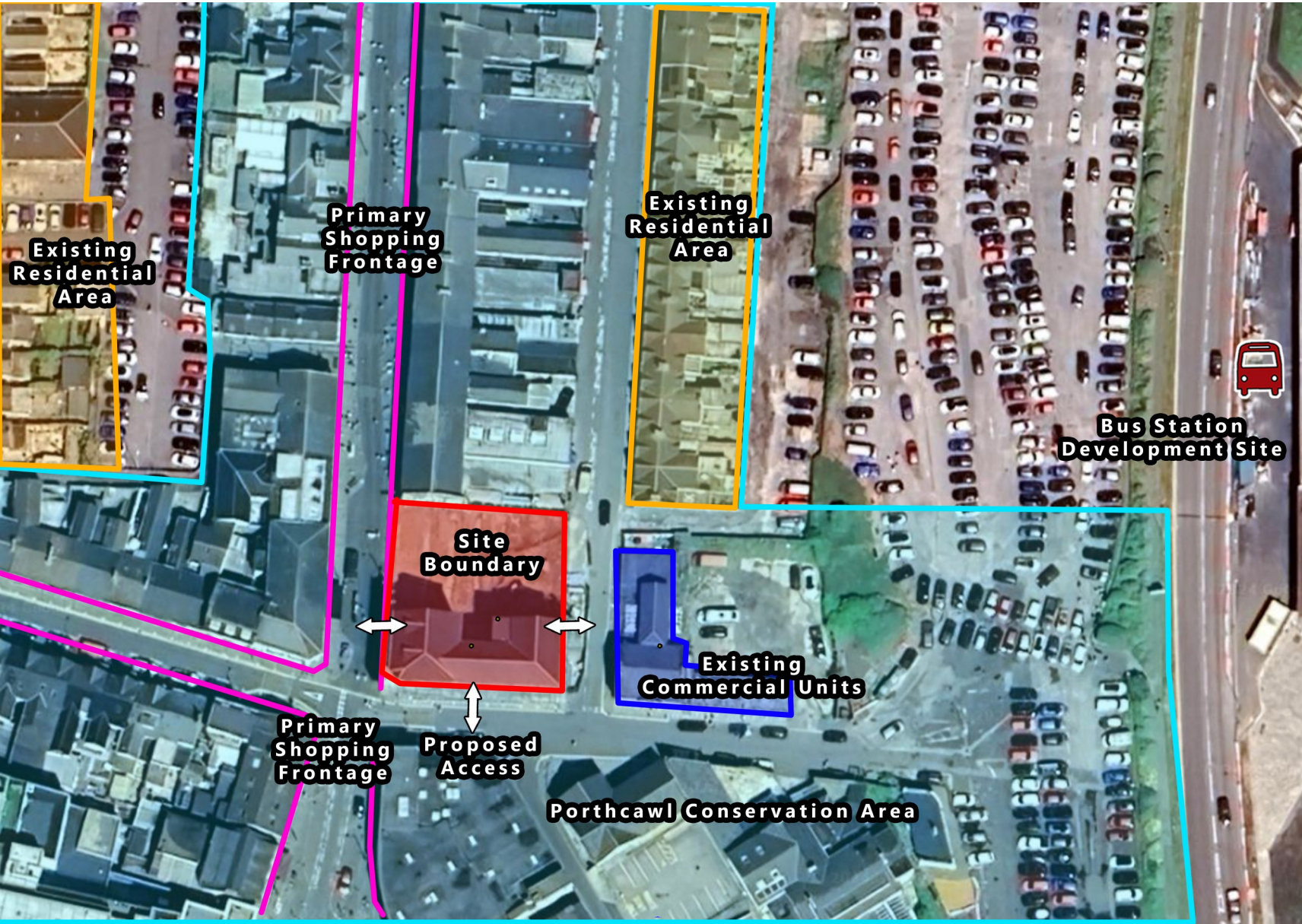
**Bus Station Development** - A bus station development known as Porthcawl Metrolink is currently underdevelopment, which is located within 150m east from the application site.

### 4.4 Constraints

**Conservation Area** - The site is located within the Porthcawl Conservation Area.

**Primary Shop Frontage** - The western elevation facing John Street is classed as the primary shop frontage, which the ground floor should be used as Use Class A1 only

# OPPORTUNITIES AND CONSTRAINTS





# PLANNING POLICY



## Planning Policy Overview

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for the purposes of this Planning Application comprises the following:

- National Development Framework: Future Wales - The National Plan 2040 (February, 2021);
- Carmarthenshire Local Development Plan (Adopted December 2014)

5.2 In addition to the Development Plan, the Planning Application has been informed by policy and guidance set out in the following:

- Planning Policy Wales Edition 12 (February, 2024), informed by The Well -Being of Future Generations (Wales) Act 2015, and supplemented by Technical Advice Notes;
- Building Better Places: The Planning System Delivering Resilient and Brighter Futures (July, 2020);
- Carmarthenshire County Council Supplementary Planning Guidance.

5.3 This section of the PDAS provides an overview of the Development Plan context and planning policy framework of specific relevance to the determination of this application. For ease of reference, this overview is set out below at the national and local level.

### National Level

#### **The Well -Being of Future Generations (Wales) Act 2015**

5.4 The Well-Being of Future Generations (Wales) Act 2015 (which came into force on 1st April 2016) requires “public bodies to do things in pursuit of the economic, social, environmental and cultural well-being of Wales in a way that

accords with the sustainable development principle”. The Act sets out seven ‘well-being’ goals as follows:

- A prosperous Wales: An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.
- A resilient Wales: A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).
- A healthier Wales: A society in which people’s physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.
- A more equal Wales: A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio-economic background and circumstances).
- A Wales of cohesive communities: Attractive, viable, safe and well-connected communities.
- A Wales of vibrant culture and thriving Welsh language: A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation.
- A globally responsive Wales: A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.

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5.5 Within the Act, sustainable development is defined as follows: “the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals”. The Act sets out that when making decisions, public bodies need to take into account the impact they could have on people living in Wales in the future and must apply the sustainable development principle in all decisions.

### National Development Framework: Future Wales – The National Plan 2040

5.6 The National Development Framework: Future Wales – the National Plan 2040 was published on 24th February 2021. ‘Future Wales’ sets out the Welsh Government’s strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy; achieving decarbonisation and climate -resilience; developing strong ecosystems; and improving the health and well -being of our communities. As stated above, the National Development Framework has Development Plan status.

5.7 Future Wales sets out its overarching ambitions based on the national planning principles and national sustainable placemaking outcomes set out in Planning Policy Wales by means of 11 Outcomes. The 11 Outcomes are collectively a statement of where the Welsh Government aspire Wales to be in 20 years’ time which are as follows:

A Wales where people live:

- 1....and work in connected, inclusive and healthy places
- 2....in vibrant rural places with access to homes, jobs and services
- 3... in distinctive regions that tackle health and socio-economic inequality through sustainable growth
- 4....in places with a thriving Welsh Language

- 5....and work in towns and cities which are a focus and springboard for sustainable growth
- 6....in places where prosperity, innovation and culture are promoted
- 7....in places where travel is sustainable
8. ....in places with world-class digital infrastructure
- 9....in places that sustainably manage their natural resources and reduce pollution
- 10....in places with biodiverse, resilient and connected ecosystems
- 11....in places which are decarbonised and climate-resilient

### Growth Strategy

5.8 The Welsh Government’s strategic growth strategy is set out in Policy 1 of Future Wales as follows:

#### Policy 1 – Where Wales will Grow

The Welsh Government supports sustainable growth in all parts of Wales. In three National Growth Areas there will be growth in employment and housing opportunities and investment in infrastructure. The National Growth Areas are:

- Cardiff, Newport and the Valleys
- Swansea Bay and Llanelli
- Wrexham and Deeside

The National growth Areas are complemented by Regional Growth Areas which will grow, develop and offer a variety of public and commercial services at regional scale. There are Regional Growth Areas in three regions:

- The South West
- Mid Wales
- The North

5.9 It is further explained that “Our strategy is to build on existing strengths and advantages. It encourages sustainable

## PLANNING POLICY

and efficient patterns of development, based on co-locating homes with jobs and vital services and the efficient use of resources”.

5.10 The benefits of the proposed growth strategy and specifically the co-location of homes, jobs and services is highlighted as follows: “Growing urban areas across Wales will create concentrations of jobs, services and amenities and a critical mass of people to sustain good public transport services and a range of economic activities. Urban growth enables more people to walk and cycle for everyday journeys and, with good urban design, can create positive impacts on public health, air quality and well-being”.

### Placemaking

5.11 Placemaking forms a key concept upon which many national planning policies are based. “Placemaking is at the heart of the planning system in Wales and this policy establishes a strategic placemaking approach and principles to support planning authorities to shape urban growth and regeneration”.

5.12 Policy 2 of Future Wales is of key relevance in terms of placemaking, which states the following:

#### *Policy 2 - Shaping Urban Growth and Regeneration - Strategic Placemaking*

*The growth and regeneration of towns and cities should positively contribute towards building sustainable places that support active and healthy lives, with urban neighbourhoods that are compact and walkable, organised around mixed-use centres and public transport, and integrated with green infrastructure. Urban growth and regeneration should be based on the following strategic placemaking principles:*

- *creating a rich mix of uses;*
- *providing a variety of housing types and tenures;*
- *building places at a walkable scale, with homes, local*

*facilities and public transport within walking distance of each other;*

- *increasing population density, with development built at urban densities that can support public transport and local facilities; establishing a permeable network of streets, with a hierarchy that informs the nature of development;*
- *promoting a plot-based approach to development, which provides opportunities for the development of small plots, including for custom and self-builders; and*
- *integrating green infrastructure, informed by the planning authority’s Green Infrastructure Assessment.*

5.13 Further detail on the Welsh Government’s strategic placemaking priorities is set out at Page 66 of Future Wales. Key place making principles are summarised below:

#### *Mix of uses*

*To create activity throughout the day and enable people to walk and cycle, rather than being reliant on travelling by car, places should have a rich mix of residential, commercial and community uses within close proximity to each other. Urban growth and regeneration should integrate different uses within neighbourhoods.*

#### *Variety of housing*

*To ensure places are socially mixed and cater for varied lifestyles, they should have a mix of housing types and tenures and space that allows for home-working. Urban growth and regeneration should cater for families, couples and single people of different ages, as well as providing a mix of affordable and private housing.*

#### *Walkable scale*

*To enable active and healthy lives, people should be able to easily walk to local facilities and public transport. Urban*

*growth and regeneration should be focused within inner city areas and around town centres, as well as around mixed use local centres and public transport. Co-working hubs offering an alternative to home-working are an important feature of the economy, and these should be located in town and local centres.*

#### *Density*

*To support the economic and social success of our towns and cities, including sustaining public transport and facilities, urban growth and regeneration should increase the population density of our towns and cities. New developments in urban areas should aim to have a density of at least 50 dwellings per hectare (net), with higher densities in more central and accessible locations. It may be necessary to take social distancing requirements into consideration when designing public and communal spaces.*

#### *Street network*

*To provide a framework for different uses and types of housing to be integrated within neighbourhoods, urban growth and regeneration should be based on a network of streets that enable social distancing if necessary. The street network should be permeable, with streets primarily connecting at both ends with other streets and providing links into, out of, and through places. The street network should have a hierarchy, with streets that have different characters and functions.*

#### *Plot-based development*

*To create varied and interesting places, which can be developed and change over time, and provide opportunities for people to design and build their own homes and workspaces, as well as open up the housing market to small and local builders, urban growth and regeneration should provide opportunities for the development of small plots. A plot-based approach to development should be promoted, including the subdivision of larger sites to be built in small plots or as a group of plots.*



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### Green infrastructure

To enable urban areas to play their part in supporting ecosystem resilience, the use of innovative nature-based solutions should form part of strategies for urban growth and regeneration. Through Green Infrastructure Assessments, specific opportunities should be identified to ensure that green infrastructure is fully integrated.

### Housing

5.14 It is stated at Page 73 of Future Wales that “the planning system has a long-established role in the delivery of affordable housing. We are committed to ensuring that new housing meets the needs of all members of society especially those unable to afford to buy on the open market. Echoing the strategic placemaking principles in policy 2, sustainable places are inclusive and welcoming to all; they do not exclude sections of the community or create ghettos of the affluent and the poor”.

5.15 Policy 7 is of key relevance in regard to the delivery of affordable housing, which states the following:

#### *Policy 7—Delivering Affordable Homes*

The Welsh Government will increase delivery of affordable homes by ensuring that funding for these homes is effectively allocated and utilised. Through their Strategic and Local Development Plans planning authorities should develop strong evidence based policy frameworks to deliver affordable housing, including setting development plan targets based on regional estimates of housing need and local assessments. In response to local and regional needs, planning authorities should identify sites for affordable housing led developments and explore all opportunities to increase the supply of affordable housing.

### Biodiversity and Green Infrastructure

5.16 It is identified at Page 76 that the strategic focus of Future Wales on urban growth requires “an increased emphasis on biodiversity enhancement (net benefit) in order to ensure that

growth is sustainable” (page 76).

5.17 In addition, the associated importance of green infrastructure is highlighted: “As the population of Wales becomes increasingly urban, the opportunity to optimise well-being benefits from green infrastructure will be greatest in and around these areas. Innovative use of nature-based solutions and integrating green infrastructure in and around urban areas can help restore natural features and processes into cities and landscapes. Providing locally accessible, high quality green spaces and corridors helps to maintain and enhance the strategic functioning of our natural resources and ecological networks and address physical and mental well-being” (page 78).

5.18 Policy 9 of Future Wales is of key relevance in regard to green infrastructure and biodiversity enhancement, which states the following:

#### *Policy 9—Resilient Ecological Networks and Green Infrastructure*

To ensure the enhancement of biodiversity, the resilience of ecosystems and the provision of green infrastructure, the Welsh Government will work with key partners to:

- identify areas which should be safeguarded and created as ecological networks for their importance for adaptation to climate change, for habitat protection, restoration or creation, to protect species, or which provide key ecosystems services, to ensure they are not unduly compromised by future development; and
- identify opportunities where existing and potential green infrastructure could be maximised as part of placemaking, requiring the use of nature-based solutions as a key mechanism for securing sustainable growth, ecological connectivity, social equality and well-being

### Transport

5.19 Future Wales identifies that transport in Wales is currently dominated by the car and that “our reliance on travelling by car is limiting the opportunity for physical activity and social contact to be built into people’s everyday lives and is exacerbating air and noise pollution, particularly along major routes and at busy destinations...This has an adverse impact on people’s health and well-being, contributing to life-limiting illnesses associated with physical inactivity, loneliness and isolation” (page 85)

5.20 The importance of the implementation of policies which require development to be directed towards sustainable locations and designed to make it possible for everyone to make sustainable and healthy travel choices is highlighted in Future Wales, and it is stated that planning authorities will be required “to refuse planning permission for car-dependent developments which would otherwise encourage car use and undermine sustainable travel” (page 85).

5.21 Policy 12 of Future Wales relates to Regional Connectivity and is of key relevance to this scheme. The policy states that:

“Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations”

Planning authorities should also challenge perceptions that housing needs to be built with parking on plots, which promotes car-dominated developments, and promote different ways of dealing with cars that encourage a reduction in car use and increase active travel and use of public transport.”

### **Planning Policy Wales Edition 12**

5.22 Planning Policy Wales (PPW) Edition 12 was published in February 2024. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of

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sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015.

5.23 Sustainable Development is defined at Page 7 of PPW as follows: *“the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals”.*

5.24 Paragraph 1.18 set out that *“Legislation secures a presumption in favour of sustainable development in accordance with the development plan unless material considerations indicate otherwise to ensure that social, economic, cultural and environmental issues are balanced and integrated”.*

### Placemaking

5.25 In accordance with the National Development Framework, placemaking is also at the heart of PPW – Paragraph 2.1 for example states that *“Everyone engaged with or operating within the planning system in Wales must embrace the concept of placemaking in both plan making and development management decisions in order to achieve the creation of sustainable places and improve the well-being of communities”.*

5.26 It is summarised succinctly at Paragraph 2.3 that *“The planning system should create sustainable places which are attractive, sociable, accessible, active, secure, welcoming, healthy and friendly. Development proposals should create the conditions to bring people together, making them want to live, work and play in areas with a sense of place and well-being, creating prosperity for all”.*

5.27 Placemaking is defined at Page 14 of PPW as follows: *“Placemaking is a holistic approach to the planning and design*

*of development and spaces, focused on positive outcomes. It draws upon an area’s potential to create high quality development and public spaces that promote people’s prosperity, health, happiness, and well being in the widest sense. Placemaking considers the context, function and relationships between a development site and its wider surroundings”.*

5.28 A set of ‘national sustainable placemaking outcomes’ are outlined within PPW, which it advises should be used to inform the assessment of development proposals. The national outcomes are defined as follows:

- *Creating and Sustaining Communities*
  - \* *Enables the Welsh language to thrive*
  - \* *Appropriate development densities*
  - \* *Homes and jobs to meet society’s needs*
  - \* *A mix of uses*
  - \* *Offers cultural experiences*
  - \* *Community based facilities and services*
- *Making Best Use of Resources*
  - \* *Make best use of natural resources*
  - \* *Prevents waste*
  - \* *Prioritises the use of previously developed land and existing buildings*
  - \* *Unlocks potential and regenerates*
  - \* *High quality and built to last*
- *Maximising Environmental Protection and Limiting Environmental Impact*
  - \* *Resilient biodiversity and ecosystems*
  - \* *Distinctive and special landscapes*

- \* *Integrated green infrastructure*
- \* *Appropriate soundscapes*
- \* *Reduces environmental risks*
- \* *Manages water resources naturally*
- \* *Clean air*
- \* *Reduces overall pollution*
- \* *Resilient to climate change*
- \* *Distinctive and special historic environments*

- *Growing Our Economy in a Sustainable Manner*
  - \* *Fosters economic activity*
  - \* *Enables easy communication*
  - \* *Generates its own renewable energy*
  - \* *Vibrant and dynamic*
  - \* *Adaptive to change*
  - \* *Embraces smart and innovative technology*
- *Facilitating Accessible and Healthy Environments*
  - \* *Accessible and high quality green space*
  - \* *Accessible b means of active travel and public transport*
  - \* *Not car dependent*
  - \* *Minimises the need to travel*
  - \* *Provides equality of access*
  - \* *Feels safe and inclusive*
  - \* *Supports a diverse population*
  - \* *Good connections*
  - \* *Convenient access to goods and services*

## PLANNING POLICY

5.29 it is highlighted at Paragraph 2.20 that *“Not every development or policy proposal will be able to demonstrate they can meet all of these outcomes, neither can it necessarily be proved at the application or policy stage that an attribute of a proposal will necessarily lead to a specific outcome. However, this does not mean that they should not be considered in the development management process to see if a proposal can be improved or enhanced to promote wider well-being”.*

5.30 The implication of COVID are highlighted in PPW 12 with Paragraph 2.22 stating for example that *“We must ensure that a post-Covid world has people’s well-being at its heart. Planning Policy Wales leads the way in this respect and contains the principles and policies needed for us to recover from this situation in a positive manner”.*

### Good Design

5.31 The importance of good design in development proposals is highlighted at Paragraph 3.3 of PPW where it is stated that *“Good design is fundamental to creating sustainable places where people want to live, work and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places. To achieve sustainable development, design must go beyond aesthetics and include the social, economic, environmental, cultural aspects of the development, including how space is used, how buildings and the public realm support this use, as well as its construction, operation, management, and its relationship with the surrounding area”.*

5.32 Good design must enable development proposals to address the issues of inclusivity and accessibility for all, and it is highlighted at Paragraph 3.6 that *“This includes making provision to meet the needs of people with sensory, memory, learning and mobility impairments, older people and people with young children...Good design can also encourage people to*

*meet and interact with each other, helping to address issues surrounding loneliness. Good design must also involve the provision of measures that help to reduce the inequality of access to essential services, education and employment experienced by people without access to a car. Design measures and features should enable easy access to services by walking, cycling and public transport”.*

5.33 In addition, it is highlighted that good design promotes environmental sustainability and contributes to the achievement of the well-being goals - Paragraph 3.7 states for example that *“Developments should seek to maximise energy efficiency and the efficient use of other resources (including land), maximise sustainable movement, minimise the use of non-renewable resources, encourage decarbonisation and prevent the generation of waste and pollution”.*

5.34 The importance of good design in term of ensuring high environmental quality is set out at Paragraph 3.8: *“Landscape and green infrastructure considerations are an integral part of the design process. Integrating green infrastructure is not limited to focusing on landscape and ecology, rather, consideration should be given to all features of the natural environment and how these functions together to contribute toward the quality of places”.*

5.35 Paragraph 3.12 outlines that good design is also about avoiding the creation of car-based developments by minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys. It is stated that *“Achieving these objectives requires the selection of sites which can be made easily accessible by sustainable modes as well as incorporating appropriate, safe and sustainable links (including active travel networks) within and between developments using legal agreements where appropriate”.*

### Sustainable Transport

5.36 PPW advises at Paragraph 4.1.10 that the planning system has a key role to play in reducing the need to travel, particularly by private car, and supporting sustainable transport, by facilitating developments which:

- “are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
- are designed in a way which integrates them with existing land uses and neighbourhoods; and
- make it possible for all short journeys within and beyond the development to be easily made by walking and cycling”.

5.37 Paragraph 4.1.11 summarises that: *“Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services”.*

5.38 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles. Paragraph 4.1.13 sets out that *“The sustainable transport hierarchy should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport”.*

### Active Travel

5.39 The importance of developing local active travel networks

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to help mitigate the impact of new development by providing an alternative mode of travel to the private car is highlighted in PPW. It is stated at Paragraph 4.1.30 that *“Provision for active travel must be an essential component of development schemes and planning authorities must ensure new developments are designed and integrated with existing settlements and networks, in a way which makes active travel a practical, safe and attractive choice”*.

### Public Transport

5.40 PPW advises that the availability of public transport is an important part of ensuring a place is sustainable. Paragraph 4.1.36 highlights that the planning system should facilitate this *“by locating development where there is, or can be, good access by public transport”*.

### Housing

5.41 It is set out at Paragraph 4.2.1 that *“New housing development in both urban and rural areas should incorporate a mix of market and affordable house types, tenures and sizes to cater for the range of identified housing needs and contribute to the development of sustainable and cohesive communities”*.

5.42 It is highlighted within PPW that a community’s need for affordable housing *“is a material planning consideration which must be taken into account in formulating development plan policies and determining relevant planning applications”* (Paragraph 4.2.25).

### Retail and Commercial Development

5.43 It is set out at Paragraph 4.3.2 that *“Retail and commercial centres should be identified in development plans and include established city, town, district, local, village and neighbourhood centres, which provide a range of shopping, commercial and leisure opportunities as well as places of employment, education, civic identity and social interaction. Opportunities to live in these centres, combined with their good public transport*

*links, make them the most sustainable places.*

5.44 Paragraph 4.3.3 also states *“The Welsh Government identifies a number of overarching objectives for retail and commercials, which planning authorities should aim to deliver through their development plan and development management decisions ensuring their maximum contribution to the well-being goals.”*

### Green Infrastructure

5.45 The importance of green infrastructure is summarised at Paragraph 6.2.4 states *“Green infrastructure plays a fundamental role in shaping places and our sense of well-being, and is intrinsic to the quality of the spaces we live, work and play in. The planning system must maximise its contribution to the protection and provision of green infrastructure assets and networks as part of the meeting society’s wider social and economic objections and the needs of local communities”*

5.46 Paragraph 6.2.12 also states that *“A green infrastructure statement should be submitted with all planning applications. This will be proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated in to the proposal”*

### Sustainable Drainage Systems (SuDS)

5.47 The importance of considering SuDS as an intergral part of the development process is highlighted at Paragraph 6.6.18 of PPW where it is stated that *“The provision of SuDS must be considered at the earliest possible stage when formulating proposals for new development”*. It is advised at Paragraph 6.6.19 that *“Design for multiple benefits and green infrastructure should be secured wherever possible and as part of Green Infrastructure Assessments suitable approaches towards the provision of SuDS should be identified”*.

### **Technical Advice Notes**

5.48 The following Technical Advice Notes (TANS) are of relevance to the development proposal:

- Technical Advice Note 2—Planning and Affordable Housing
- Technical Advice Note 5—Nature, Conservation and Planning (2009)
- Technical Advice Note 12—Design (2016)
- Technical Advice Note 13—Tourism (1997)
- Technical Advice Note 18—Transport (2007)
- Technical Advice Note 24—The Historic Environment (2017)



## PLANNING POLICY

Policy reference	Relating to
<i>Strategic Policies</i>	
SF1	Settlement Hierarchy and Urban Manage-
SP1	Regeneration and Sustainable Growth Strategy
SP3	Good Design and Sustainable Placemaking
SP4	Mitigation the Impact of Climate Changes
SP5	Sustainable Transport and Accessibility
SP6	Sustainable Housing Strategy
SP8	Health and Well-being
SP9	Social and Community Infrastructure
SP10	Infrastructure
SP12	Retailing, Commercial and Service Centres
SP17	Conservation and Enhancement of the Natural Environment
SP18	Conservation of Historic Development
<i>General Policies</i>	
PLA11	Parking Standards
PLA12	Active Travel
COM2	Affordable Housing
COM6	Residential Density
COM9	Protection of Social and Community Facilities
COM10	Provision of Outdoor Recreation Facilities
ENT7	Development in Commercial Centres
DNP6	Biodiversity, Ecological Networks, Habitats and Species
DNP7	Trees, Hedgerows and Development

Policy reference	Relating to
DNP8	Green Infrastructure
DNP9	Natural Resource Protection and Public Health
DNP10	Built Historic Environment and Listed Buildings
DNP11	Conservation Area

### Local Level

#### Bridgend County Borough Replacement Local Development Plan (2018-2033)

5.49 The Bridgend County Borough Replacement Local Development Plan (LDP) was adopted in March 2024 and is the prevailing development plan for the Bridgend County Borough Council

5.50 As illustrated in the LDP Proposals Map overleaf, the site is located within the settlement boundary and the town centre boundary. It is also noted that the site is also located within the Porthcawl Conservation Area and the elevation facing John Street are classed as a Primary Shopping Frontage.

#### Supplementary Planning Guidance

5.51 The following adopted supplementary planning guidance are considered relevant to the proposal:

- Porthcawl Waterfront Placemaking Strategy
- SPG02 Householder Development
- Design Guide 3—Shopfronts
- SPG08 Residential Development
- SPG13 Affordable Housing
- SPG17 Parking Standards
- SPG19 Biodiversity and Development



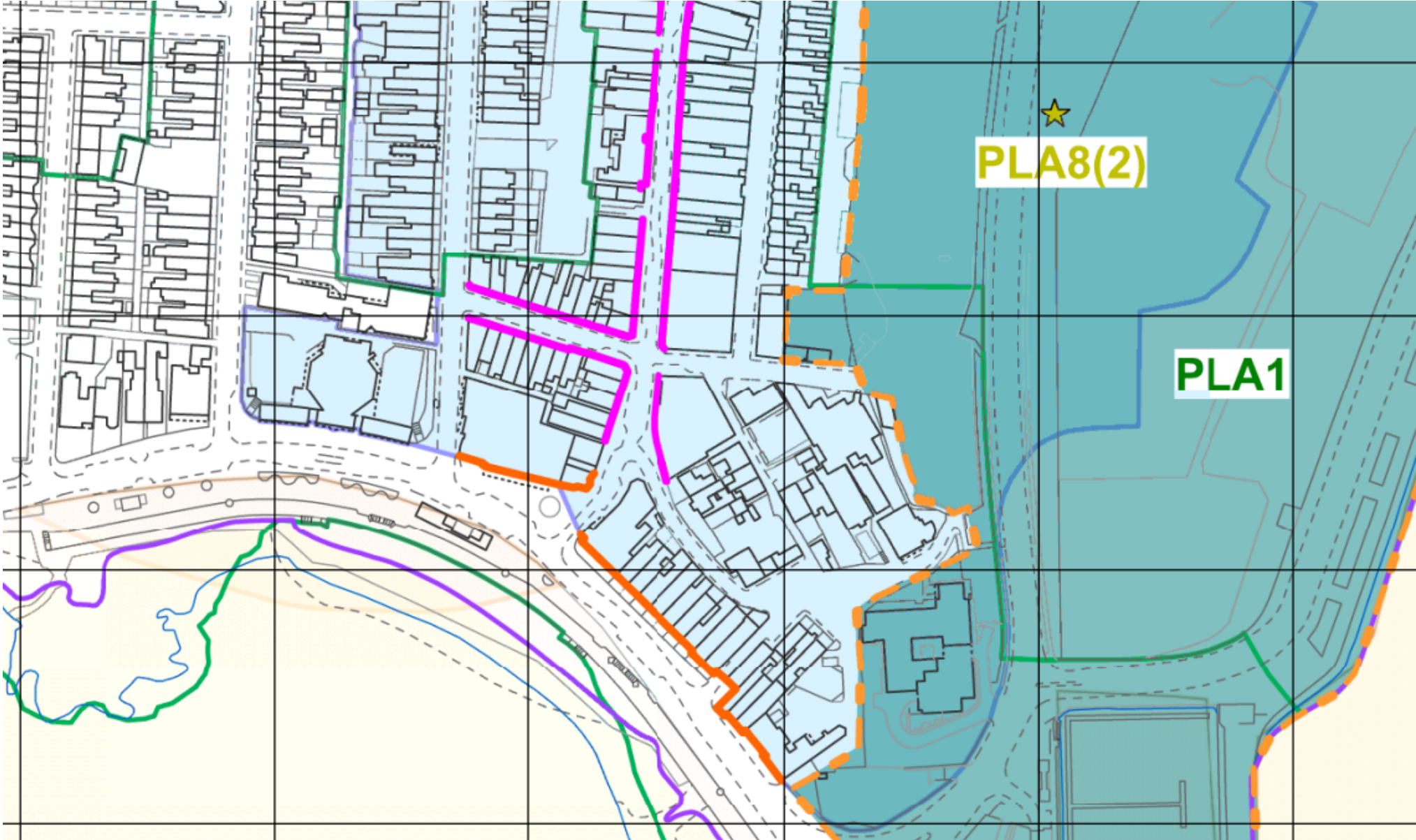
#### PORTHCAWL PLACEMAKING STRATEGY

May 2022





LDP PROPOSALS MAP



# THE PROPOSAL

## Overview & Background

6.1 The purpose of a Planning, Design and Access Statement is to provide a clear and logical document to demonstrate and explain the various facets of design and access in relation to the site and to appraise the proposed development against relevant planning policies. It also presents the details of the planning application in a way that can be read both by professionals and the public. The proposal comprises of the revised scheme for P/18/758/FUL comprising the proposed refurbishment & redevelopment (partial demolition) including the provision of 22 x 1 & 2 bedroom residential units with commercial units and office at ground floor at Porthcawl Hotel, John Street, Porthcawl CF36 3AP.

6.2 It should be noted that the planning application (ref: P/18/758/FUL) for the conversion of the former Porthcawl Hotel to provide residential dwellings and commercial units have been approved in 2021 and the development has been commenced lawfully followed by the discharge of pre-commencement conditions.

6.3 Coastal Housing Group, who is now the owner of the building, is currently seeking to amend the approved drawing to convert the first floor residential units to provide 5 no. additional residential units and an office on the ground floor. Followed by the discussion with the Local Planning Authority, it is advised to submit a new full application to cover the said amendments.

## Access and Movement

6.4 Vehicular parking to the proposed development will be via the Eastern boundary of the site on Hillsboro Place. The access at Hillsboro Place is an established vehicle road with a two way street system, on one side it current provides loading areas for the shops which face John Street and the other side provides a pavement for access to the existing dwellings. There is currently residential permit parking for the dwellings situated

on Hillsboro Place and can be accessed via a rear lane.

6.5 The proposal seeks to provide a total of 6 no. car parking spaces, including 1 no. disable space. Access to the car parking spaces is via a secure undercroft entrance located at the eastern boundary of the building on Hillsboro Place. These car parking spaces are allocated for residential use only. This provides much needed car parking in a highly dense area where car parking spaces are limited. The current level of provision has been considered as appropriate by the highway officer under the planning permission ref: P/18/758/FUL.

6.6 Pedestrian access for the building uses, visitors and postal deliveries can be made on each of the three borders as part of the proposal. This can be via John Street, Dock Street and Hillsboro Place. All entry points into the proposed development will offer a level approach from access pavement, incorporating external lighting and illumination with appropriate levels and contrasts in light.

6.7 Refuse storage and cycle storage are proposed on the ground floor and can be accessed via the proposed car park.

6.8 As discussed in Section 2, the site benefits from good links to public transport and active travel networks. A bus stop is located within close proximity to the site, providing access to the surrounding neighbourhoods and further towards Bridgend and Cardiff. In addition, street-lit footpaths are available within the local area, providing active travel opportunities for the residents.

## Amount, Scale and layout

6.9 The proposal includes 22 no. residential dwellings. The proposed housing mix is as follows:

- 9 no. 1 Bed 2 Person Apartments
- 13 no. 2 Bed 4 Person Apartments

6.10 The ground floor area is to be altered to form two separate commercial units (A1 or A3 use) associated with an office (B1 use). The commercial units would have a floor area of 182.65 sqm and 152.28 sqm respectively and proposed office will have a floor area of 17.85 sqm.

6.11 In terms of massing and scale, there will be no material change to the external of the building, which will be constructed in accordance to the approved planning permission (ref: P/18/758/FUL)

## Appearance

6.12 The appearance of the proposed development will be identical to the approved drawing under the planning permission P/18/758/FUL, and the associated applications to discharge condition 2 (Detail of Specifications of Materials) of the decision notice, which are as follows

- Roof: Glendyne slate with red ridge tiles (samples agreed on site)
- Render: The existing render will be repaired , a method statement has been submitted and agreed
- Window: Ultimate Rose Collection of sliding Sash Windows, horn detailed in white uPVC (samples agreed on site)
- Rainwater Good: White rain water goods

6.13 The following items has been discussed with the Conservation Officer and approved under the planning application P/23/340/DOC

6.14 The remaining items are currently under discussion with the Conservation Officer under the planning application ref: P/24/448/DOC & P/24/647/DOC. This application will seek to follow the approved materials once the said applications have been determined.

## THE PROPOSAL

### Biodiversity

6.15 Biodiversity enhancement measures are proposed in the form of 6 no. raised ridge tiles as proposed in the bat survey submitted under the planning permission P/18/758/FUL, which will create new roosting for crevice dwelling species of bat underneath the entire row of ridge tiles.

6.16 This application does not seek to alter the approved measures and the building will be constructed in accordance to the said planning permission with the inclusion of the said measures.

### Community Safety

6.17 TAN 12 suggests that community safety can be achieved via design solutions that can aid crime prevention. These include providing natural surveillance, improving safety by reducing conflicts in uses, and promoting a sense of ownership and responsibility.

6.18 It is considered that a high level of community safety currently exists at the existing in-situ site. An example of the existing site safety is the site location, which is located on a main high street within a town centre which provides natural surveillance. An example of the safety which has been enhanced through the design proposal is the secured car parking area with access control.

### Community Involvement

6.19 In accordance with Part 1A of the 'Town and Country Planning (Development Management Procedures) (Wales) (Amended) Order 2016' (DMPO 2016), all major developments are required to be subject of preapplication consultation, prior to the Planning Application being validated by the Local Planning Authority.

6.20 A full comprehensive summary of the pre-application consultation is to be included within the accompany pre-

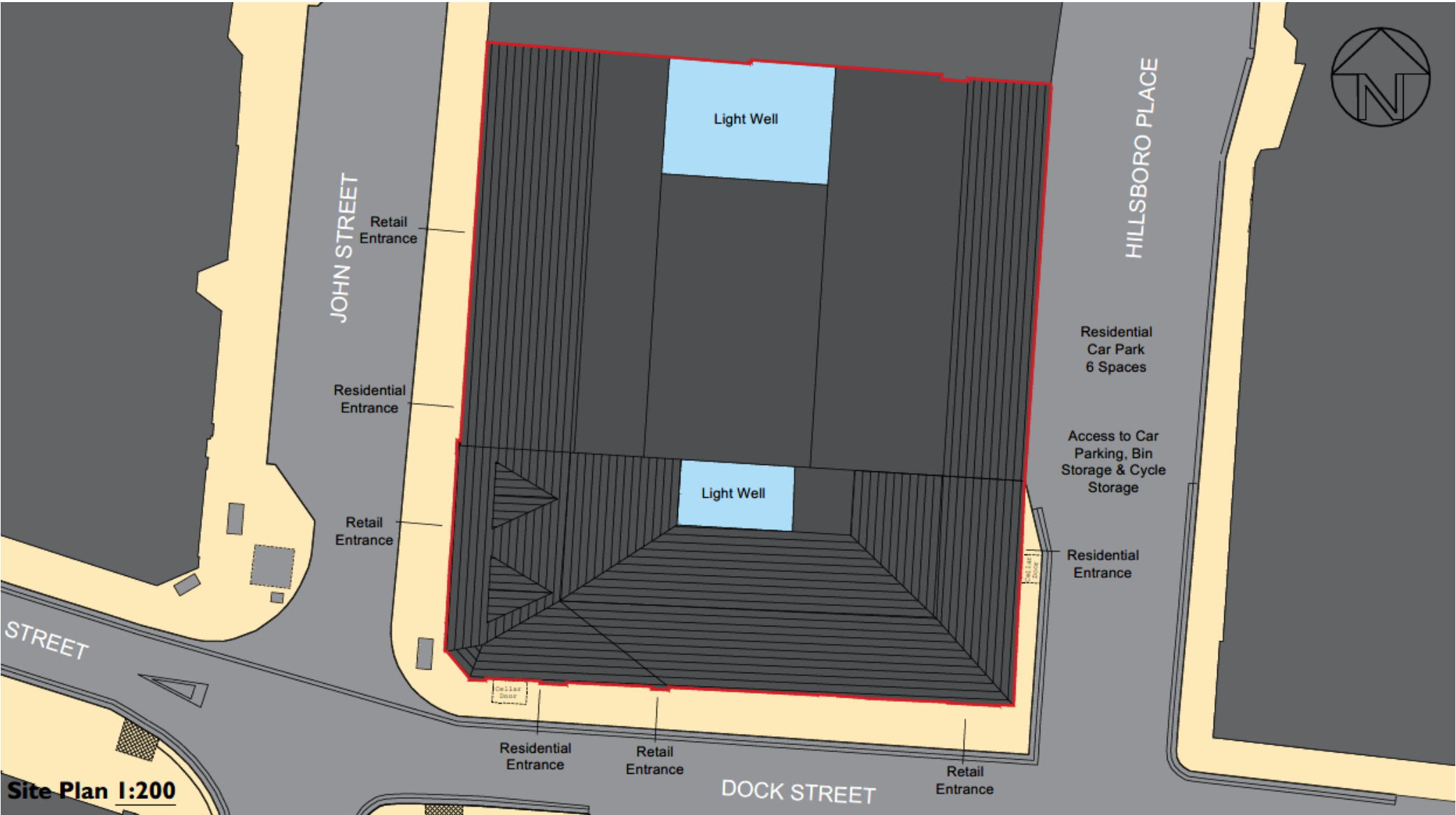
application consultation report, following responses received by statutory consultees as well as local councillors and residents.

### Environmental Sustainability

6.21 The environmental sustainability strategy for this proposal will follow the previously approved planning application (ref: P/18/758/FUL), which includes the following:

- The scheme has made, and will make use of the best passive principles currently available in an effort to reduce both construction and running/operational costs. These approaches extend from the general layout of the proposal, to the amount of glazing, orientation and noise reduction in individual rooms.
- The proposal makes the best use of pedestrian and non-car movement within the site and wider links to the public transport system
- Low embodied energy materials will be used during the construction phase. Where possible, materials used for construction will be sourced locally from responsible sustainable sources. The buildings will aim to achieve reductions in energy demand through the use of improved building fabric, raising both energy efficiency and airtightness.
- Adequate daylight and views have been key design drivers in an effort to ensure the health and well-being of building occupants.
- Building users will be encouraged to recycle carefully, and all construction operations will follow the current best practice guidelines.

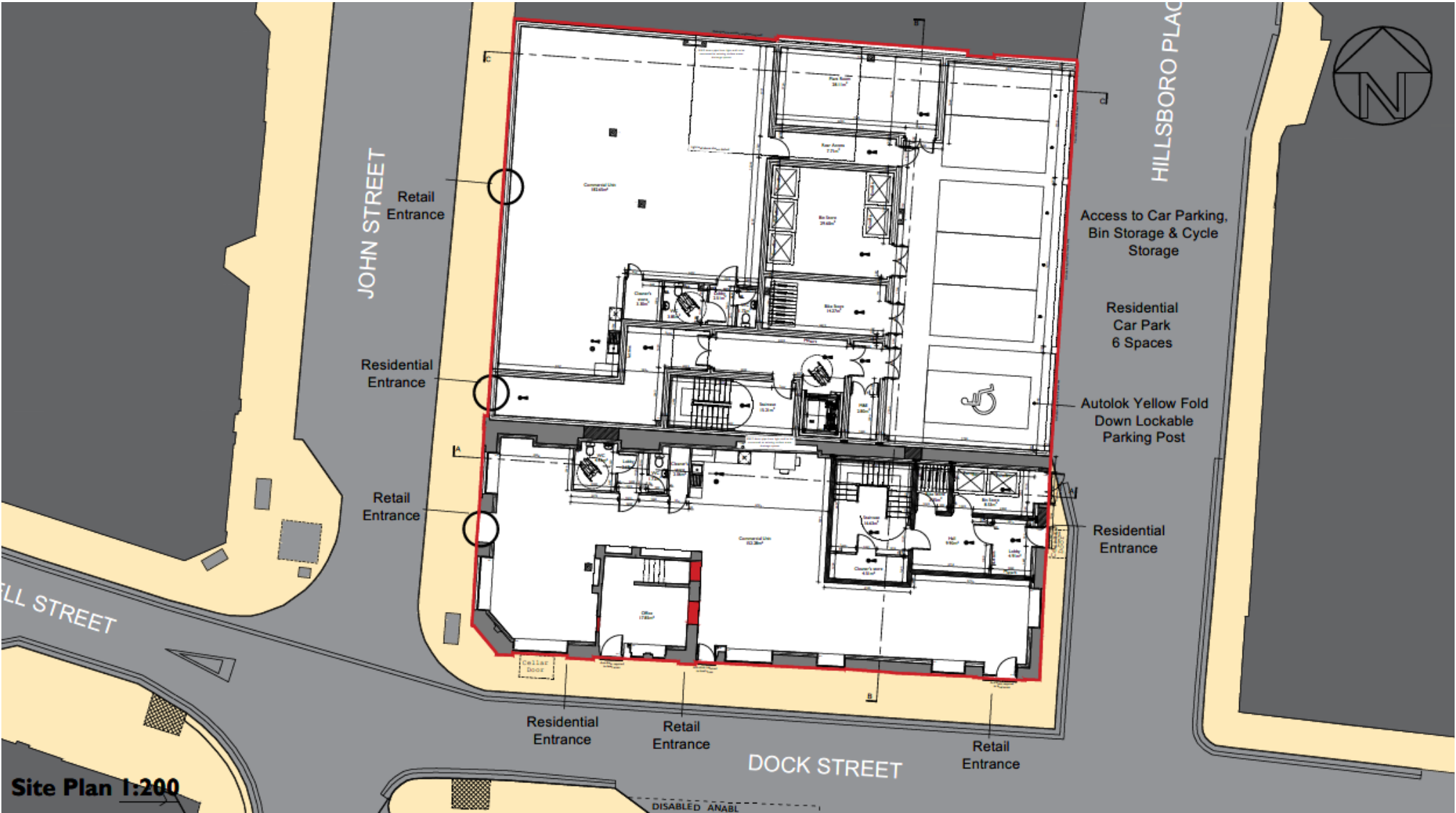
PROPOSED SITE PLAN



PLANNING, DESIGN & ACCESS STATEMENT



PROPOSED GROUND FLOOR PLAN



PLANNING, DESIGN & ACCESS STATEMENT



# PROPOSED ELEVATION & FLOORPLAN (4P2B HOUSE)

**KEY**

- HT 2.1: 3 Bed in Flat
- HT 4.1: 2 Bed in Flat
- Planning App not met
- Planning Refusal (P116704PFL)
- Refused a Flats case

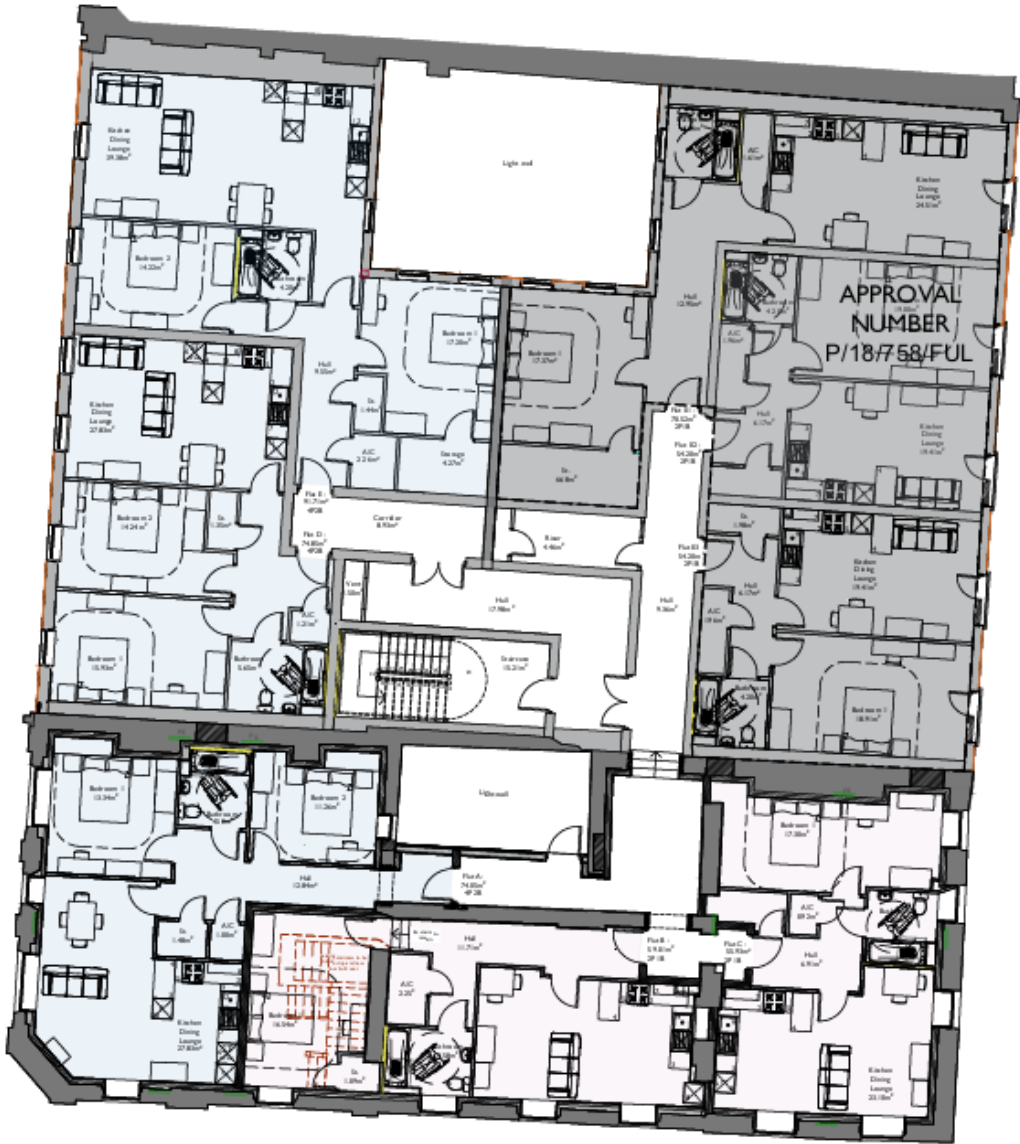
**ACCOMMODATION SCHEDULE BASED ON INTERNAL GROSS AREA**

**EXISTING BUILDING:**

BASMENT	75.43m <sup>2</sup>
GROUND FLOOR	613.18m <sup>2</sup> (carparks not included)
FIRST FLOOR	713.38m <sup>2</sup>
SECOND FLOOR	713.38m <sup>2</sup>
THIRD FLOOR	713.38m <sup>2</sup>
FOURTH FLOOR	44.67m <sup>2</sup>
<b>TOTAL:</b>	<b>3074.72m<sup>2</sup></b>

**PROPOSED FIRST FLOOR FLATS**

FLAT A	3 BEDROOM	74.69m <sup>2</sup>
FLAT B	1 BEDROOM	59.61m <sup>2</sup>
FLAT C	1 BEDROOM	55.91m <sup>2</sup>
FLAT D	3 BEDROOM	74.89m <sup>2</sup>
FLAT E	3 BEDROOM	91.71m <sup>2</sup>
<b>TOTAL:</b>		<b>355.55m<sup>2</sup></b>



PROPOSED ELEVATIONS



Front Elevation 1:50

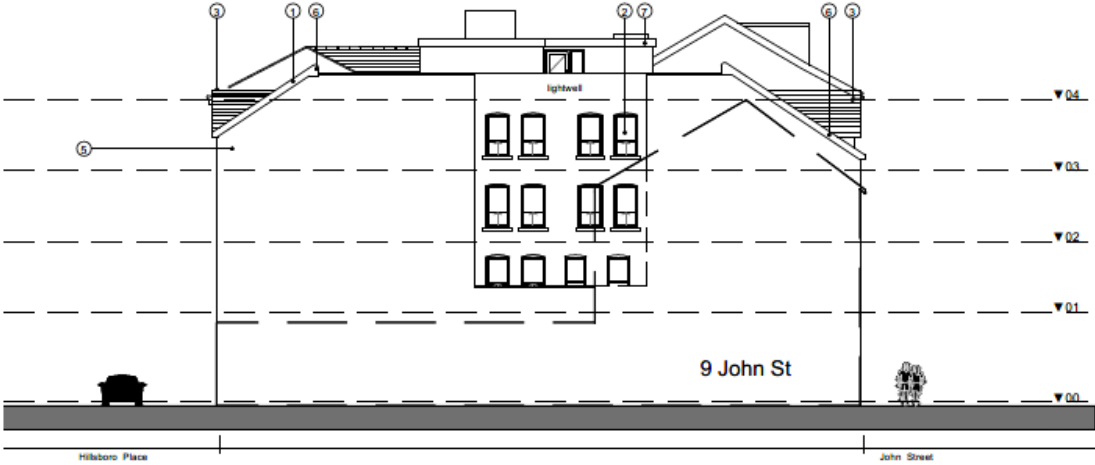


Side Elevation 1:50

PROPOSED ELEVATIONS (CONT.)



Rear Elevation 1:50



Side Elevation 1:50

## PLANNING APPRAISAL

7.1 It is accepted that the planning application (ref: P/18/758/FUL) for the conversion of the former Porthcawl Hotel to provide residential dwellings and commercial units has been approved in 2021 and the development has been commenced lawfully followed by the discharge of pre-commencement conditions. The current application simply seeks to amend the above approved scheme by converting the first-floor commercial space to provide 5 no. additional residential units and an office on the ground floor. It is therefore clear that in principle the overarching uses which form the development are acceptable and this is reflected in the previous permission granted. The main change relates to the intensification of the residential aspect of the development with the net increase of 5 flats and in land use planning terms this is again acceptable subject to this intensification complying with other relevant policies set out in the development plan.

7.2 In terms of any impacts on the wider visual amenity of the area, it is a fact that the development entails no physical changes to the external envelope of the building as previously approved. As such the development as now proposed has no adverse impact on the visual amenity of the wider town centre and is considered to actively enhance the character and appearance of the Porthcawl Conservation Area.

7.3 In addition to the above, with respect to the issue of the development's impact on the amenity of nearby residents, as set out above the development entails no physical changes to the external envelope of the building as previously approved. As such the development as proposed has no adverse impact on the residential amenity of adjacent occupiers.

7.4 Given that there are no physical changes to the building, the biodiversity enhancements as previously approved under planning application (ref: P/18/758/FUL) will be fully implemented.

7.5 Finally, in terms of highways safety the current development under construction was approved with limited on-site parking provisions and the current application due to obvious site constraints doesn't seek to increase this provision.

7.6 Policy 12 of Future Wales states that;

*"Planning authorities must plan the growth and regeneration of the National and Regional Growth Areas to maximise opportunities arising from the investment in public transport, including identifying opportunities for higher density, mixed use and car free development around metro stations. Active travel must be an essential and integral component of all new developments, large and small. Planning authorities must integrate site allocations, new development and infrastructure with active travel networks and, where appropriate, ensure new development contributes towards their expansion and improvement. Planning authorities must act to reduce levels of car parking in urban areas, including supporting car free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time..."*

7.7 PPW also seeks to deal with specifically car parking and states at paragraph 4.1.49 and 4.1.50 that;

*"Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place."*

*"A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban*

*design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed. The needs of disabled people must be recognised and adequate parking provided for them."*

7.8 The above provides an up-to-date national policy position which supports the applicant's intention to provide an under provision of parking, with the site well located in terms of access to cycle and walking routes and specific proactive measures to reduce car ownership within the tenant group.

7.9 This reflects current census data which suggests that approximately half (45%) of the tenants in social rented housing tenures would be anticipated to have no access to a car, therefore requiring significantly less parking spaces. This coupled with the fact the site lies in a highly sustainable location in the town centre with access to public parking and transport facilities reinforces that the current parking provision is acceptable and accords with current national planning policy.

## CONCLUSION

8.1 This Planning, Design and Access Statement (PDAS) has been prepared on behalf of Coastal Housing Group to accompany a full planning application for the revised scheme for P/18/758/FUL comprising the proposed refurbishment & redevelopment (partial demolition) including the provision of 22 x 1 & 2 bedroom residential units with commercial units and office at ground floor at Porthcawl Hotel, John Street, Porthcawl CF36 3AP.

8.2 It should be noted that the planning application (ref: P/18/758/FUL) for the conversion of the former Porthcawl Hotel to provide residential dwellings and commercial units have been approved in 2021 and the development has been commenced lawfully followed by the discharge of pre-commencement conditions.

8.3 Coastal Housing Group, who is now the owner of the building, is currently seeking to amend the approved drawing to convert the first floor residential units to provide 5 no. additional residential units and an office on the ground floor. Followed by the discussion with the Local Planning Authority, it is advised to submit a new full application to cover the said amendments.

8.4 The application site is located within the Porthcawl Town Centre. The site comprises of the former Porthcawl Hotel which is a Victorian building with later additions built between 1887 and 1897. It is not classed as a listed building but lies within the Porthcawl Conservation Area

8.5 As illustrated in the LDP Proposals Map, the site is located within the settlement boundary and the town centre boundary. It is also noted that the site is also located within the Porthcawl Conservation Area and the elevation facing John Street are classed as a Primary Shopping Frontage.

8.6 As illustrated in the planning appraisal section, the princi-

ple of development should be considered acceptable given that the redevelopment of the site comprising the conversion of the former hotel to provide affordable dwellings has been approved in 2021 (ref: P/18/758/FUL). Given that there are no physical changes to the building, the biodiversity enhancements as previously approved will be fully implemented so it is unlikely to raise significant concerns going forward.

8.7 In light of the above, it is considered that the proposal fully accords with both national and local policies and there are no material considerations which should prevent the planning application from being determined in accordance with the relevant planning policy framework.