

REFERENCE: P/16/373/FUL

APPLICANT: Porthcawl Harbourside C I C 18 Mary Street, Porthcawl, CF36 3YA

LOCATION: **Porthcawl Harbourside Cosy Corner off Eastern Promenade
Porthcawl CF36 3YR**

PROPOSAL: Maritime centre building incl. community, education & leisure facilities (use classes A3, B1a, C1, D1, D2), a micro-brewery & an open air performance space

RECEIVED: 5 July 2016

SITE INSPECTED: 6 September 2016

APPLICATION / SITE DESCRIPTION

The application by Porthcawl Harbourside Community Interest Company (CIC) seeks planning permission for the redevelopment of the Cosy Corner part of the Porthcawl Waterfront Regeneration area close to the Grade II Listed Jennings Building and the Porthcawl Lifeboat Station building within the recently developed Marina. The site lies to the south-east of the town centre and is wholly within the Porthcawl Conservation Area.

The 0.36 Ha site is a large sunken grassed area which is partially enclosed by a high curved quarried stone wall which slopes downwards to the entrance to Porthcawl Harbour. The site is accessed via the Eastern Promenade.

The land is owned by the Council and will be leased to the CIC to include the shared use of 2 no. commercial vehicle service bays with the Jennings Building. The development is dependent on European and the Big Lottery Funding and planning permission is the next vital step in being able to apply for and secure the funding.

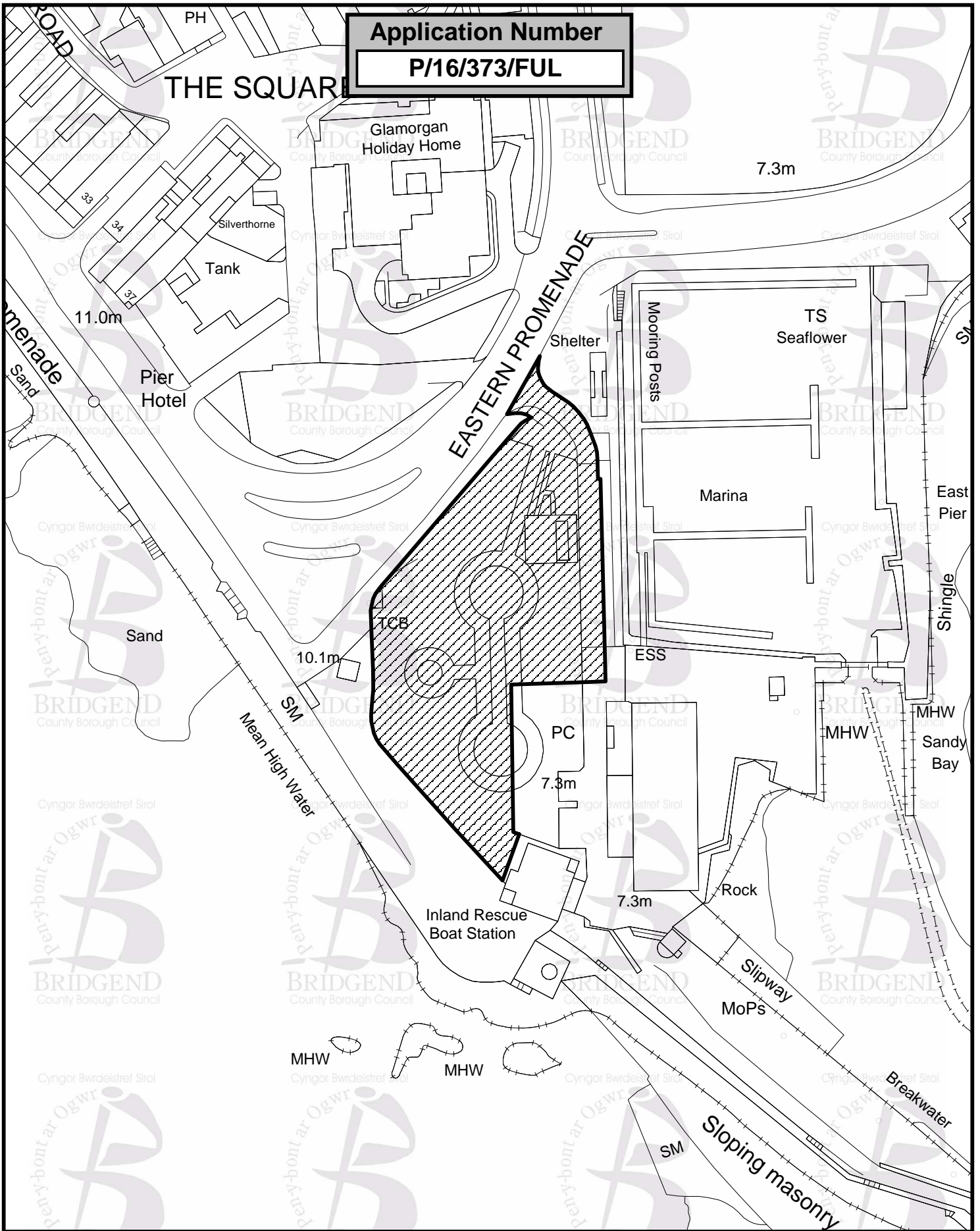
A multi-level and multi-use flagship Maritime Centre building is proposed together with associated complex facilities for the benefit of the community that it will serve. It is intended that the flagship facility will establish the Harbourside as a prime destination for all-weather and year-round maritime activities whilst providing business, educational, cultural and health and well-being benefits to the south coast of Wales.

The main 4 storey, and mainly rectangular, building will be sited to along the north-western length of the site (with the main body of the building having dimensions of approximately 55m in length by 14m in width) and will incorporate three tower elements and projecting terraces to maximise the views across the harbour whilst fronting onto the Eastern Promenade.

The building will accommodate various community, non-profit organisations and commercial premises including a Sea Cadet meeting/conference facility, a Sea Quest Coastal Science Discovery Experience visitor attraction and educational resource and a children's day care/crèche at lower ground floor level; offices for the Welsh Surfing Federation, Sea Cadets, Coastguard and SSAFA (the Armed Forces Charity), classrooms and a Coastguard store at mezzanine level; a training pool and fitness suite (including changing rooms and treatment rooms) at ground floor level; accommodation for groups and a lounge area for local community use at first floor level; a restaurant/bar/lounge at second floor level and the Harbourmaster's Office and a Sea Quest Viewing Tower at tower level.

Application Number

P/16/373/FUL



Scale 1:1,250

Date Issued:
23/09/2016

Development-Mapping
Tel: 01656 643176

Mark Shephard

Corporate Director-Communities

Communities Directorate,
Bridgend County Borough
Council, Civic Offices,
Angel Street,
Bridgend CF31 4WB.

O/Drive/Plandraw/new MI layouts/
Committee DC Plan

(c) Crown Copyright and database rights
(2016) Ordnance Survey (100023405)

(c) Hawlfraint a hawliau cronfa ddata'r Goron
(2016) Rhif Trwydded yr Arolwg Ordnans
(100023405)

(c) Cities Revealed Aerial Photography
copyright, The GeoInformation Group (2009)



To the southern end of the site, it is proposed to erect one and a half storey buildings, stepping down to the levels of the RNLI Building and the Jennings Building, to frame an external performance area/amphitheatre seating area. The buildings will include a micro-brewery, Café/Bistro, exhibition spaces, green rooms, offices and the multi-functional performance area together with performance area control booth/kiosk.

The performance space will have the option of being covered by a canopy for certain events or performances. The remainder of the site will be retained as public open space in a combination of hard and soft landscaping including the access road to the Jennings Building, RNLI Building and associated car parking areas.

RELEVANT HISTORY

Whilst there is no relevant recent planning history for the application site (historically used as a public open space and theatre) the following applications relate to the redevelopment of the nearby Grade II Listed Jennings Building:

P/15/609FUL – Change of use of warehouse to A1, A3, D1 and 13 resident units and Custom House to A1; provide car park, outdoor seating and associated works – Approved 5th February, 2016.

P/15/608/LIS – Change of use of warehouse to A1/A3, D1 and 13 residential units, Custom House to A1 and provide outdoor seating, car park and associated works – Approved 4th February, 2016

P/15/12/LIS – Repair building to replace stones, repointing, re-roofing and replace windows and doors – Approved 24th March, 2015

PUBLICITY

Neighbours have been notified of the receipt of the application.

The period allowed for response to consultations/publicity expired on 9 September 2016

NEGOTIATIONS

The application has been the subject of detailed pre-application discussions and was submitted broadly in line with the pre-application advice and the Council's Planning Development Brief (Jan 2016).

The proposed uses/tenants within the site have changed over time and it has been confirmed that the canopy over the proposed outdoor performance space will not be a permanent feature, the central tower of the main building has been raised in contrast to the two end towers to accentuate the main entrance into the building and the legibility of the Maritime Centre, a publicly accessible "Changing Place" toilet and changing facility for people with profound and multiple learning difficulties will be included within the Maritime Centre and additional glazing has been added to the two end towers of the main building to reduce the amount of blank wall/render on these prominent features.

CONSULTATION RESPONSES

Porthcawl Town Council Observations

Notified on 8th July, 2016.

No objections – unanimous support.

Head of Street Scene (Highways)

No objections subject to conditions.

Conservation and Design

The Conservation and Design team does not raise any objections in principle to the proposed uses for the Maritime Centre, however, it is important that it is demonstrated that that key views of the Jennings Buildings are retained where possible in accordance with the Development Brief and guidance set out in W/O Circular 61/96 para 30.

Dwr Cymru/Welsh Water Developer Services

No objections subject to conditions.

Natural Resources Wales

NRW requested a Flood Consequence Assessment to include an assessment of the impact of wave action. An updated FCA was received on 5th September, 2016 and any additional comments from NRW will be reported to the Development Control Committee on the Amendment Sheet.

Head of Street Scene (Drainage)

No objections subject to conditions and advisory notes.

Group Manager Public Protection

No objections subject to the agreement that, for the A3 use, the design, construction and maintenance of the extraction and odour abatement systems are in accordance with the DEFRA Guidance on Control of Odour & Noise From Commercial Kitchen Exhaust Systems and agreed with the Public protection Department prior to the commencement of development.

Group Manager Regeneration (Countryside Management)

No objections subject to conditions.

REPRESENTATIONS RECEIVED

A large number of local residents have written in support of the application, mainly due to the community benefits.

The Director for Primary and Community Services at Abertawe Bro Morgannwg University Health Board supports the proposals as they will provide an inclusive community hub which will further support one of the key Health Board priorities of working together with Partners to tackle health issues and encourage healthy lifestyles. The Maritime Centre will support the overall service model for health and well-being services for the population of Porthcawl as well as being a significant community facility.

The owner of the Pier Hotel supports the application but refers to drainage issues and foul sewerage from the development being pumped up the road towards the hotel.

The agent for ABA Holdings Ltd. (the applicant for the Jennings Buildings redevelopment) has commented on the potential impact of the development on the commercial tenants and purchasers of the live/work units in the Jennings Buildings, the potential requirement for Listed Building consent and the lack of information relating to the servicing of the Maritime Centre.

Porthcawl Civic Trust Society, 32 Penylan Avenue

Welcomes the proposed development – it will hopefully provide Porthcawl with a much needed community focal point and tourist attraction.

COMMENTS ON REPRESENTATIONS RECEIVED

The recommendation will include a condition requiring full details of foul and surface water drainage.

The Cosy Corner site is not a Listed Building and, therefore, Listed Building consent is not required. However, the application has been advertised as having a potential impact on the setting of the Grade II Listed Jennings Building.

In regard to servicing, the Highways Authority do not object to the proposal provided that 2 commercial parking bays are provided next to the existing shared commercial parking bays secured as part of the Jennings Building redevelopment.

APPRAISAL

The application is being reported to the Development Control Committee due to the significance of the scheme for Porthcawl and its importance as part of the Porthcawl Waterfront Regeneration Area.

The site lies within the Porthcawl Conservation Area and the Porthcawl settlement development boundary. It also lies within the Porthcawl Strategic Regeneration Growth Area as defined by Policy SP1 of the Local Development Plan (LDP) and forms part of a site allocated for a regeneration and mixed use development scheme under Policy PLA3(8) of the LDP. The regeneration area provides a unique opportunity to create a vibrant new focus that will bring social, economic and environmental benefits to the Town itself and the wider area. Therefore, a mixed use development at this location is considered acceptable in principle.

The site is also the subject of a Cosy Corner Planning Development Brief, produced in January 2016, which establishes a planning and design framework for the redevelopment of the site. The document is a background paper to this report.

A wider Supplementary Planning Guidance note has also been produced for the Seven Bays Project - Porthcawl Waterfront. This document was adopted by the Council in November 2007. The SPG does not form part of the LDP itself although its proposals are consistent with the relevant LDP policies. The Porthcawl Waterfront planning guidance provides details of the type of development envisaged for individual 'Character Areas' and sets out the general principles that developers will be expected to demonstrate when bringing forward proposals for the site. Cosy Corner is situated in the "Harbour Quarter" character area which is one of the most important character areas contained within the guidance. It envisages a revitalised harbour, focussed around a permanent body of water surrounded by a high quality environment.

All development is required to create high quality, attractive, sustainable places and Policy SP2 of the Bridgend Local Development Plan identifies 15 criteria which are the starting point for the assessment of all applications. Having a design of the highest quality possible, whilst respecting and enhancing local character and distinctiveness and landscape character; being of an appropriate scale, size and prominence; using land efficiently; providing an appropriate mix of land uses; having good pedestrian, cycling, public transport and road connections within and outside the site; avoiding or

minimising noise, soil and water pollution; safeguarding and enhancing biodiversity and green infrastructure; ensuring equality of access by all; ensuring that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected; incorporating appropriate arrangements for the disposal of foul sewage and surface water and contributing towards local, physical, social and community infrastructure which is affected by the development are the relevant criteria for the purposes of this application.

Strategic Policy SP5 of the LDP seeks to ensure that development will conserve, preserve or enhance the built and historic environment of the County Borough and its setting including demonstrating that it will not have a significant adverse impact on Listed Buildings and their settings and Conservation Areas. The supporting text to SP5 specifically states that the Built and Historic Environment is fundamental to the LDP Strategy and to achieving sustainable development.

In respect of Conservation of the Historic Environment, Planning Policy Wales' (Edition 8, January 2016) objectives are to preserve or enhance the historic environment, recognising its contribution to economic vitality and culture, civic pride and the quality of life, and its importance as a resource for future generations; and specifically to protect archaeological remains, which are a finite and non-renewable resource. A condition will be attached to the recommendation requiring an archaeological watching brief during the works.

The advice provided in W/O Circular 61/96 para 30 is particularly relevant to this application:

"Many conservation areas include gap sites or buildings that make no positive contribution to, or indeed detract from, the character or appearance of the area: and their replacement should be a stimulus to imaginative, high quality design, and an opportunity to enhance the area. What is important is not that new buildings should directly imitate earlier styles, but that they should be well designed with respect for their context, as part of a larger whole which has a well-established character and appearance of its own."

One of the main considerations for this development relates to its potential impact on the character and appearance of the Porthcawl Conservation Area and, more specifically, its potential impact on the setting of the nearby Grade II Listed Jennings Building.

At the pre-application advice stage, it was highlighted that the main key vistas within, into and out of the area should be maintained, particularly the important views as illustrated in map 10 of the Cosy Corner Planning Development Brief.

A Heritage Statement has been produced and a Landscape and Visual Impact Assessment has been undertaken in support of the application. Whilst the documents have not clearly demonstrated that the development will not have an impact on the setting of the listed building and some key views and vistas to the Jennings Building will be obscured by the "flagship" Maritime Centre building, it is considered that this was always likely to be the case given the position of the application site in relation to the Jennings Building and the scale of the development in comparison to the Jennings Building.

However, the views from the promenade into the site and across to the Jennings Building will remain generally uninterrupted due to the topography of the site and the reduced height (1 ½ storey) of the buildings proposed for the southern part of the site. The temporary nature of the proposed tensile fabric covering structure for the proposed outdoor Performance Space will also ensure that views into the site and across to the Jennings Building will be maintained for the majority of the time. Section 66 of the Listed Buildings Act 1990 dictates that special regard to the desirability of preserving the listed building or its setting must be had when determining an application. In this case, in view of the above, it is considered that there will be no harm to the setting of the listed Jennings Building.

When viewed from the sea and from the coastline the building will add interest in the skyline and silhouette of the town of Porthcawl. The historic building will feature in the foreground from such views.

In terms of the design of the building, the art deco style and the use of towers to punctuate the centre and side elevations is considered to be appropriate in this instance. The treatment and scale of these features have been amended through negotiation to reduce the amount of blank render and to accentuate the central tower as the main entrance into the building to aid legibility.

A condition is attached to the recommendation requiring additional details of the materials and finishes of the buildings, particularly in relation to the roof covering, the render system and the profile, colour and style of the glazing bars.

It is considered that the proposed development accords with the advice contained with the Cosy Corner Planning Development Brief and complies with Strategic Policy SP5 of the LDP and advice contained within the Planning Policy Wales and Welsh Office Circular 61/96.

Strategic Policy SP10 of the LDP states that all retail, office, other commercial, leisure and appropriate employment developments will be focused according to the hierarchy of retailing and commercial centres. Porthcawl is identified as a town centre and it is considered that this community facility and ancillary commercial uses (generally A3 with no A1 retail element) will complement rather than have a negative impact on the vitality and viability of the nearby Porthcawl Town Centre.

Strategic Policy SP11 of the LDP states that appropriate tourism developments which promote sustainable and activity based tourism will be permitted when linked to regeneration initiatives at the strategically important resort of Porthcawl. This mixed use development of community, educational and leisure uses will provide a much needed focal point for Porthcawl, the County Borough and South Wales in general.

In terms of biodiversity, Section 40 of the Natural Environment and Rural Communities Act 2006 states that 'every public authority must, in exercising its function, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. This "duty to conserve biodiversity" has been replaced by a "biodiversity and resilience of ecosystems duty" under Section 6 of the Environment (Wales) Act 2016 which came into force on 21st March, 2016.

Section 6(1) states that "a public authority must seek to maintain and enhance biodiversity in the exercise of functions in relation to Wales, and in so doing promote the resilience of ecosystems, so far as consistent with the proper exercise of those functions." Section 6(2) goes on to state that "In complying with subsection (1), a public

authority must take account of the resilience of ecosystems, in particular (a) diversity between and within ecosystems; (b) the connections between and within ecosystems; (c) the scale of ecosystems; (d) the condition of ecosystems (including their structure and functioning); and, (e) the adaptability of ecosystems.”

Regulation 9 of the Conservation of Habitats & Species Regulations 2010 requires LPAs to take account of the presence of European Protected Species at development sites. If they are present and affected by the development proposals, the Local Planning Authority must establish whether "the three tests" have been met, prior to determining the application. The three tests that must be satisfied are: 1. That the development is "in the interests of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment," 2. That there is "no satisfactory alternative," and 3. That the derogation is "not detrimental to the maintenance of the populations of the species concerned at a favourable conservation status in their natural range."

The Council's Countryside Management Officer accepts the conclusion of the Ecological Appraisal Report that the site is of limited ecological interest.

However, the ecological appraisal does recommend species rich planting to enhance the wildlife potential of the scheme as part of a Landscape and Habitat Management Plan. This aligns with Policy ENV6 of the LDP and a condition has been attached to the recommendation to ensure that the Plan is submitted for approval which will satisfy the Council's "biodiversity and resilience of ecosystems duty" under Section 6 of the Environment (Wales) Act 2016 and guidance contained within TAN 5: Nature Conservation and Planning (2009). Therefore, it is considered that, overall, there will be no significant adverse residual impacts on biodiversity.

The scheme and the Traffic Assessment (TA) which accompanied the application have been considered by the Head of Street Scene (Highways). The development is expected to generate up to 18 additional vehicle trips in the AM peak period and up to 85 additional vehicle trips in the PM peak period on weekdays. The TA concludes that the additional traffic generated by the development will have a minimal effect on the highway network in the locality of the site and this conclusion is generally accepted by the Highway Authority.

In terms of parking provision, which is effectively nil, given the sustainable location of the site with access to local facilities, local public transport and walking and cycling routes, it is considered that it is acceptable that there is no public parking within the development site. Even though it is estimated that the uses within the site would generate a total requirement for 131 spaces, plus spaces for 5 commercial vehicles to unload in close proximity to the retail/café/restaurant units, the Highway Officer has agreed that all public parking requirements for the site can be accommodated within the nearby public car parks. With regard to the commercial parking requirement, it is accepted that the full provision of 5 spaces (as per SPG17 – Parking Standards) would not be feasible in this instance due to the constrained nature of the site. Therefore, in addition to the two commercial parking bays to be shared with the future commercial occupiers of the Jennings Buildings, a condition will be attached to the recommendation seeking two further commercial parking bays to serve the site. These will be located to the immediate north of the commercial bays secured under the consent for the redevelopment of the Jennings Buildings.

This is an acceptable alternative to the applicant's proposed use of the Highway/Parking area on the Esplanade as the vehicular carriageway at this point has been reduced following works to widen the footway for a 3m wide shared footway and cycleway.

In addition, in order to remove vehicles from this area in front of the main entrance and approach into the building, a condition is proposed to explore the possibility of a traffic management scheme for the Esplanade to include a consultation exercise with local stakeholders and the Highway Authority.

In terms of cycle parking, the Highway Officer considers that there is insufficient provision within the scheme. A condition will be attached to the recommendation requiring details of a scheme to deliver 30 cycle parking spaces (10 staff and 20 visitors) within the site to promote active and sustainable travel.

Finally, the submitted site layout plan includes a vehicular access and garage for the coastguard. As it is considered that this access will give rise to pedestrian safety concerns, the applicant has agreed to remove the access via a condition.

Although the level of information submitted concerning site drainage is limited, the Council's Land Drainage Engineers and Dwr Cymru/Welsh Water have not opposed the development and recommend the imposition of a pre-commencement planning condition requiring the agreement of a comprehensive drainage scheme dealing with both the disposal of foul and surface water. Any future drainage scheme for this site will ensure that there are no adverse impacts on third party land.

Section 3 of the Well-being of Future Generations (Wales) Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with sustainable development principles to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs (section 5). The well-being goals identified in the Act are: * a prosperous Wales, * a resilient Wales, * a healthier Wales, * a more equal Wales, * a Wales of cohesive communities, * a Wales of vibrant culture and thriving Welsh language and * a globally responsible Wales.

The duty has been considered in the assessment of this application. It is considered that there would be no significant or unacceptable impacts upon the achievement of wellbeing goals/objectives as a result of the proposed development. In fact, the development should positively contribute to sustainable development goals.

With regard to disabled access and facilities for all, paragraph 5.3.7 of Technical Advice Note 12: Design suggests that:

Those seeking permission to build new and public commercial buildings are encouraged to include in their plans accessible 'Changing Places' toilet facilities in addition to standard accessible toilets. Changing Places toilets are facilities specifically designed to accommodate adults whose needs are not met by standard disabled toilets. They incorporate adult-length padded and height-adjustable changing tables, hoists, peninsular WCs and shower facilities.

Therefore, the applicant has been approached to agree to the provision of an accessible Changing Places toilet facility within the complex and this will be secured via a suitably worded condition.

CONCLUSION

Having regard to the above, this application is recommended for approval because the development complies with Council policy, guidelines and the Cosy Corner Planning Development Brief (Jan 2016). The scheme is a vital component of the Porthcawl Waterfront Regeneration Area that will preserve the character and appearance of Porthcawl Conservation Area and the setting of the Grade II Listed Jennings Building. Furthermore, the development will not adversely affect privacy, highway safety or visual amenities nor so significantly harm neighbours' amenities as to warrant refusal.

RECOMMENDATION

(R02) That permission be GRANTED subject to the following condition(s):

1. The development shall be carried out in accordance with the following approved plans:-

Site Location Plan (1:1250) – received 11th May, 2016
Lower Ground Floor Plan (Site Layout Plan) Level 1.0 – received 22nd July, 2016
Main Building Level 1.0A - received 22nd July, 2016
Main Building Ground Floor – Promenade Level – Level 2.0 - received 22nd July, 2016
Main Building 1st Floor – Level 3.0 - received 22nd July, 2016
Main Building 2nd Floor/Roofspace – Level 4 - received 22nd July, 2016
Main Building – Roof Layout - received 22nd July, 2016
Main Building – Towers - received 14th September, 2016
Main Building – South East Elevation - received 14th September, 2016
Main Building – North West Elevation - received 14th September, 2016
Main Building – North East Elevation - received 22nd July, 2016
Main Building – South West Elevation - received 22nd July, 2016
Main Building – Section A-A – received 22nd July, 2016
Micro-brewery floor plan – Performance Space Level - received 22nd July, 2016
Café Bistro floor plan – Promenade Level - received 22nd July, 2016
Café/Bistro/Micro-brewery – Roof Terrace Level - received 22nd July, 2016
Café/Bistro/Micro-brewery – South East Elevation and Section - received 22nd July, 2016
Café/Bistro/Micro-brewery – North West Elevation - received 22nd July, 2016
Café/Bistro/Micro-brewery – South West Elevation - received 22nd July, 2016
Café/Bistro/Micro-brewery – North East Elevation - received 22nd July, 2016
Exhibition Space, Green Room and Office Building – Floor Plans/General Arrangements – received on 22nd July, 2016
Exhibition Building and Green Room - North West Elevation (1:100) – received on 22nd July, 2016
Exhibition Building and Green Room - North West Elevation (1:125) – received on 22nd July, 2016
Exhibition Building and Green Room - North East Elevation (1:125) – received on 22nd July, 2016
Exhibition Building and Green Room - South West Elevation (1:125) – received on 22nd July, 2016
Exhibition Building and Green Room – 3D Architectural Visualisations – received on 22nd July, 2016
Performance Space Control Kiosk/Booth – Plans and Elevations – received on 22nd July, 2016

Reason: To avoid doubt and confusion as to the nature and extent of the approved development.

2. The A3 units hereby approved (Restaurant/bar/lounge; Micro-brewery and Café/Bistro) shall only be used for purposes falling within Class A3 of the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order and for no other purposes whatsoever.

Reason: For the avoidance of doubt as to the extent of the permission granted.

3. No development shall commence on site until a scheme for the comprehensive and integrated drainage of the site, showing how foul, road and roof/yard water will be dealt with, including future maintenance requirements, has been submitted to and approved in writing by the Local Planning Authority; the approved scheme must be implemented prior to beneficial use commencing.

Reason: To ensure that effective drainage facilities are provided for the proposed development, to prevent hydraulic overloading of the public sewerage system and that flood risk is not increased.

4. No development shall commence until the scheme for the widening of the access road entrance from the Eastern Promenade to a width of 6.5 metres secured under App. No. P/15/609/FUL has been constructed in accordance with the approved details.

Reason: In the interests of highway safety and to ensure a satisfactory form of development.

5. Prior to the first beneficial use of the Maritime Centre complex, a barrier and parking management plan shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall detail how commercial deliveries will be effectively managed in conjunction with the existing harbour operations to ensure the facilities are appropriately used at all times and without detriment to existing and future occupiers of the surrounding facilities. The barrier and parking management plan shall thereafter be implemented in accordance with the approved scheme.

Reason: In the interests of highway safety and to ensure a satisfactory form of development.

6. No development shall commence until a scheme for the provision of 2 commercial vehicle parking bays located directly to the North of the 2 commercial spaces being provided by the Jennings Building redevelopment (App. No. P/15/609/FUL refers), has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to the development being brought into beneficial use.

Reason: In the interests of highway safety.

7. The developer shall provide a commercial delivery and servicing plan which is to be submitted to and agreed in writing by the Local Planning Authority, no later than 6 months from the date of this consent. All servicing and delivery vehicle movements to the facility hereby approved shall be made in accordance with the approved delivery and servicing plan once the development is brought into beneficial use and retained thereafter in perpetuity.

Reason: In the interests of highway safety.

8. The developer shall provide a signage scheme advising of the allowable vehicles into the harbour area and relate to the proposed development which is to be submitted to and agreed in writing by the Local Planning Authority no later than 6 months from the date of this consent. The approved signs shall be erected at the access and shall be fully implemented prior to the Maritime Centre being brought into beneficial use.

Reason: In the interests of pedestrian and highway safety.

9. Notwithstanding the requirements of condition 1, details of a scheme for the provision of cycle parking stands within the site and an integral cycle ramp on the steps leading from the Esplanade shall be submitted to and approved in writing by the Local Planning Authority no later than 6 months from the date of this consent. The stands and ramp shall be installed prior to the development being brought into beneficial use and retained as such thereafter in perpetuity.

Reason: In the interests of promoting sustainable means of travel to and from the site.

10. The 3 metre wide pedestrian and cycle shared path to be provided along the eastern boundary of the site fronting the Marina shall be constructed in accordance with details and materials to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The pedestrian and cycle shared path shall be provided prior to the development being brought into beneficial use and retained as such thereafter in perpetuity.

Reason: In the interests of pedestrian and highway safety.

11. Notwithstanding the requirements of condition 1, prior to the commencement of development, revised floor plans and elevations illustrating the omission from the scheme of the coastguard access and garage/parking space shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to the use of the development and thereafter retained as such in perpetuity.

Reason: In the interests of highway and pedestrian safety in and around the building.

12. Prior to the commencement of development hereby approved, a proposal to amend the parking arrangements on the Eastern Promenade fronting the site, including the existing triangular parking area, shall be prepared in consultation with relevant stakeholders including the Highway Authority and Porthcawl Town Council. The scheme shall consider highway, pedestrian and cyclist safety, the Porthcawl Regeneration Supplementary Planning Guidance Note and the wider Conservation Area setting and the scheme shall be fully implemented by the developer prior to the beneficial occupation of the Maritime Centre.

Reason: In the interests of highway safety and to preserve the visual amenities of the main entrance into the building.

13. Notwithstanding the requirements of condition 9 above relating to cycle parking, the developer shall implement the Transportation Implementation Strategy as detailed in the submitted Transport Assessment by Lime Transport (section 6.1.2 refers), full details of which shall be submitted to and approved in writing by the Local Planning Authority no later than 6 months from the date of this consent. The measures in table

6.1 shall be implemented before the development is brought into beneficial use and retained as such thereafter.

Reason: In the interests of promoting sustainable modes of travel to and from the site.

14. The A3 units shall not be brought into beneficial use until details of the design, construction and maintenance of the extraction and odour abatement systems are submitted to and approved in writing by the Local Planning Authority. The details shall accord with the DEFRA Guidance on Control of Odour & Noise From Commercial Kitchen Exhaust Systems. The approved scheme shall be implemented prior to the beneficial use of the development and all equipment installed as part of the scheme shall thereafter be operated and maintained in accordance with the approved details for as long as the use continues.

Reason: In the interests of residential amenity.

15. No development or site clearance shall commence until the Local Planning Authority have been informed in writing of the name of a professionally qualified archaeologist who is to be present during the undertaking of any excavations in the development area so that a watching brief can be conducted. No work shall commence until the Local Planning Authority has confirmed in writing that the proposed archaeologist is suitable. A copy of the watching brief report shall be submitted to the Local Planning Authority within two months of the archaeological fieldwork being completed.

Reason: To mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding heritage assets is preserved by record.

16. Before the use of the Maritime Centre Building commences, details of a publicly accessible Changing Place facility and directional signage that complies with BS 8300:2009 and guidance contained within the Changing Places Consortium's Practical Guide shall be submitted to and approved by the Local Planning Authority. The Changing Place facility and signs shall thereafter be installed in accordance with the approved plans and retained thereafter in perpetuity.

Reason: To comply with the requirements of paragraph 5.3.7 of Technical Advice Note 12: Design (2016).

17. No development shall commence, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:

- i) the parking of vehicles of site operatives and visitors;
- ii) loading and unloading of plant and materials;
- iii) storage of plant and materials used in constructing the development;
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- v) wheel washing facilities;
- vi) measures to control the emission of dust and dirt during demolition and construction; and
- vii) a scheme for recycling/disposing of waste resulting from demolition and construction works.

Reason: To ensure a satisfactory form of development and to preserve the amenities of neighbouring occupiers.

18. No development shall commence until details of existing ground levels and proposed finished ground and floor levels have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details

Reason: To ensure a satisfactory form of development.

19. Prior to the construction of the Maritime Centre complex hereby approved details and/or samples of the materials to be used in the construction of the external surfaces of the buildings and public realm shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the proposed roof covering of the buildings, the render system to be used and the profile, colour and style of the glazing bars. Development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory form of development.

20. Prior to the beneficial use of the Maritime Centre complex, full details of the proposed means of illumination of the buildings, performance space and public realm shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory form of development.

21. The development shall be implemented in accordance with the recommendations and conclusions contained within Section 6 of the Ecological Appraisal & Summary of BREEAM Ecology Credits Report. The proposed Landscape and Habitat Management Plan referred to in recommendations 6.4 and 6.5 of the report shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

Reason: To satisfy the Local Planning Authority's "biodiversity and resilience of ecosystems duty" under Section 6 of the Environment (Wales) Act 2016.

*** THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS**

The delivery parking area shall be defined by thermoplastic paint or a similar alternative.

Rainwater run-off shall not discharge into the highway surface-water drainage system. Failure to ensure this may result in action being taken under section 163 of the Highways Act 1980.

The developer should make every effort to ensure surface water from any permanent surface drains onto adjacent porous surfaces, thereby reducing the demand on the drainage system. Alternatively, the developer may wish to explore the use of permeable materials for the access, parking and manoeuvring areas, although compacted chippings would not be considered acceptable. As a result of the above, impermeable surfacing such as concrete or tarmac extending across the full width of these areas should not be considered as a first option.

The applicant may need to apply to Dwr Cymru/Welsh Water (DCWW) for any connection to the public sewer under S106 of the Water Industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption" – 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com

The applicant is also advised that some public sewers and lateral drains may not be recorded on DCWW's maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist DCWW in dealing with the proposal the applicant may contact Dwr Cymru Welsh Water on 0800 085 3968 to establish the location and status of the apparatus. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

MARK SHEPHARD
CORPORATE DIRECTOR COMMUNITIES

Background papers

Cosy Corner Planning Development Brief (Jan 2016)