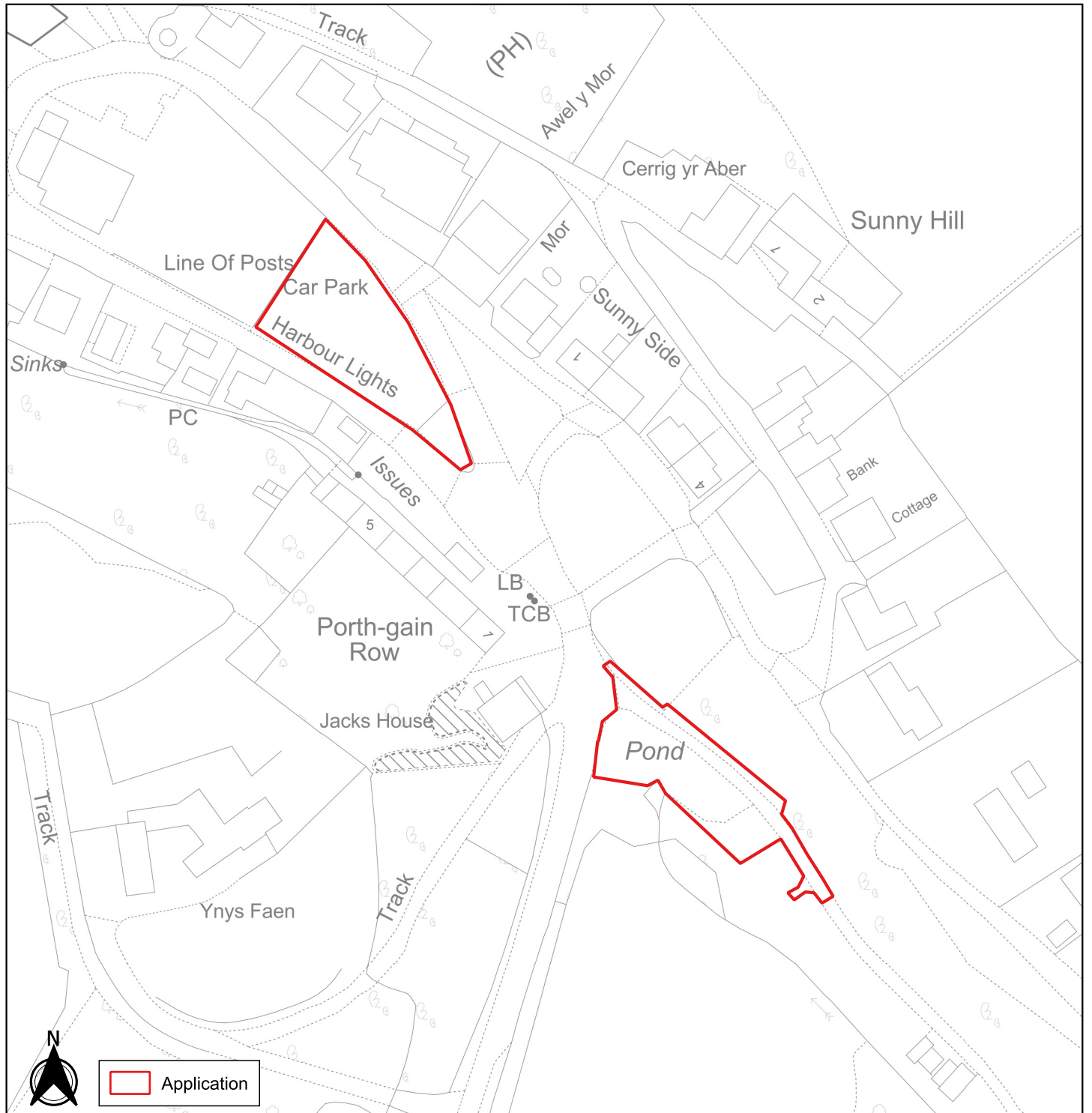
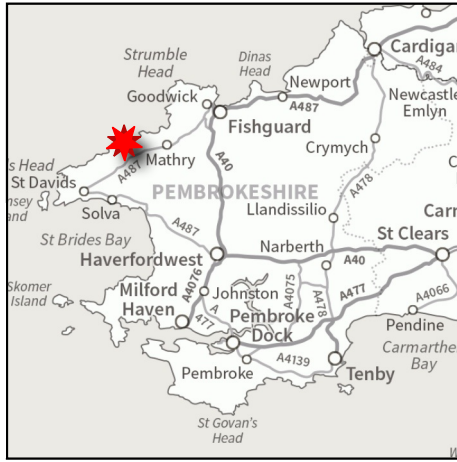




Parc Cenedlaethol
Arfordir Penfro
Pembrokeshire Coast
National Park

Graddfa/Scale: 1:1,250



Ref No: NP/24/0349/FUL

Proposed Development: Highway and environmental improvements, including provision of new parking bays, realignment of existing Llanrhian Road carriageway, resurfacing of existing parking areas, creation of designated pedestrian footways and uncontrolled crossings, traffic calming features on the carriageway and associated drainage infrastructure and landscape enhancements.

Site Location: Porthgain Harbour, Porthgain, Haverfordwest

Applicant: Pembrokeshire County Council

This application is being presented to the Development Management Committee in accordance with the adopted scheme for Delegation as the National Park Authority own the land subject to the application.

Summary

Porthgain is located on the northern side of the National Park, some 7 miles north-east of St Davids. It sits on the coastline midway between Goodwick & Fishguard to the east and, Whitesands to the West. The location was historically a quarry port prosperous in the early 1900's. It is now a popular tourist destination with the coastal path running through the village. The Centre is a Conservation Area and contains a number of Listed Buildings, the former quarry and harbour are a Scheduled Ancient Monument.

The application notes that high visitor numbers during peak months cause traffic congestion, parking problems, and safety issues for pedestrians and emergency vehicles. The proposed development seeks to address these issues through a range of highway and environmental improvements with associated drainage infrastructure and landscape enhancements.

A range of public responses have been received raising a number of concerns including around whether the scheme has reflected previous public engagement proposals, whether the scheme is necessary and whether it will negatively impact on the character and appearance of the historic village of Porthgain. Where material these issues are addressed within the report.

Officers consider that the proposals are acceptable and that the scheme as a whole protects the special qualities of the National Park whilst delivering appropriate highway enhancements to this attractive historic centre. The impact on the setting of historic assets is considered acceptable. The proposals are considered to comply with relevant national and local planning policies. The scheme is therefore recommended for conditional approval.

The full application documents can be viewed on-line at: [Citizen Portal Planning - application details \(agileapplications.co.uk\)](https://citizenportalplanning-agileapplications.co.uk)

1. Consultee Response

Llanrhian Community Council: No adverse comments

PCNPA Conservation Officer: No objections – suggested conditions

PCC Highways: The Highways Authority is the applicant.

PCC Coastal, Rivers & Drainage: No objections – comments on SMP

Welsh Water: No objections – suggested conditions

Cadw: No objections

PCC Civil Engineers: No objection – suggested conditions

PCNPA Tree & Landscape Officer – No objection subject to condition

2. Public Response

2.1 A number of letters of representation have been received at the point of the report being written.

2.2 A summary of the issues raised by third parties is below:

- Plans submitted do not correspond to those the village were consulted on
- Not informed that the access road to Porthgain is part of the project
- Accesses not being wide enough for passings of vans & cars
- Threat to existing businesses
- Village survey results not taken account of
- One way system was not voted for
- Increased risk to pedestrians by added congestion
- Plans will change the 'feral and free' nature of Porthgain
- Plans should include speed bumps as it locals who speed
- Lack of publication on social media
- Wasteful spending of public resources
- Hawthorn would be preferable to stones
- The plan is a complete urbanisation of a very rural historic working harbour village.
- Natural charm of village will be ruined

3 Policies Considered

3.1 Planning applications need to be determined in accordance with the statutory Development Plan unless material considerations indicate otherwise. The development plan comprises two documents, namely:

3.2 Future Wales, The National Plan 2040 (Future Wales), published by Welsh Government on 24 February 2021. On page 149, it states that "Policies 4 and 5 will help to ensure that rural areas in the South West grow in an appropriate way, supporting rural economies and services." On page 104, Future Wales states that "National Park Authorities are unique planning entities with a specific remit to reflect the distinctive characteristics of their areas..." and that "Future Wales policies respect the functions of National Parks in terms of their statutory purposes..."

3.3 The Local Development Plan (LDP2)

3.4 Please note that these policies can be viewed on the Policies page of Pembrokeshire Coast National Park website –

LDP2 Policies:

- 1 – National Park Purposes and Duty
- 6 - Rural Centres
- 7 - Countryside
- 8 – Special Qualities
- 10 – Sites and Species of European Importance
- 11 – Nationally Protected Sites and Species
- 12 – Local Areas of Nature Conservation or Site Geological Interest
- 14 – Conservation of the Pembrokeshire Coast National Park
- 18 - Porthgain, Saundersfoot, Solva and Tenby Harbours
- 21 – Minerals Safeguarding
- 29 – Sustainable Design
- 30 - Amenity
- 31 – Minimising Waste
- 32 – Surface Water Drainage
- 34 – Flooding and Coastal Inundation
- 60 – Impacts of Traffic

3.5 Planning Policy Wales (Edition 12)

3.6 Supplementary Planning Guidance Documents:

- Landscape
- Archaeology
- Biodiversity
- Seascapes

3.7 Welsh Government Technical Advice Notes

- Nature Conservation and Planning
- Planning for Sustainable Rural Communities
- Design
- Tourism
- Development and Flood Risk
- Transport
- The Historic Environment

4 Officer's Appraisal

4.1 Background and History

4.2 Porthgain is located on the northern side of the National Park, some 7 miles north-east of St Davids. It sits on the coastline midway between Goodwick & Fishguard to the east and, Whitesands to the West. The location was historically a quarry port prosperous in the early 1900's. It is now a popular tourist destination with the coastal path running through the village.

4.3 The village is dominated by the village green and informal car parking area.

4.4 The village has approximately 260 residents and includes an area designated as a Green wedge, a Conservation Area, and lies within close proximity to a Scheduled Ancient Monument (PE382) Porthgain Quarry and Harbour.

4.5 The application documents state that high visitor numbers during peak months cause traffic congestion, parking problems, and safety issues for pedestrians and emergency vehicles.

5 Current Proposal

5.1 The application proposes highway and environmental improvements to ensure safety and amenity for residents and visitors. The plans include road realignment, new parking bays, pedestrian footways, traffic calming measures, and improved drainage to enhance accessibility and safety.

5.2 A detailed breakdown of the proposals comprise:

5.3 Village Access:

- Realignment of Llanrhian Road on the approach in the village to provide a new 4.1m road width; including regrading the existing hedge to create a new realigned carriageway edge and new road gully installation.
- Provision of 14 grasscrete parking bays on the eastern edge of Llanrhian Road on the approach into the village, constructed with bull nose curbing to provide a carriageway edge; with a further 0.5m of space between the stream bank edge and the parking, defined by a new wooden post and rail fence; with the stream bank to be landscaped using reused material.
- Creation of a new Pembrokeshire hedge on the east of Llanrhian Road as it enters the village, to be installed 0.6m from the carriageway edge to provide screening for a new naturalised parking area of 22 grasscrete parking bays (with the same specification as bays provided on the approach into the village); resurfacing of the existing track, widening to 3m; and creation of a new turning head. Existing trees and mature vegetation are to be retained with new tree planting incorporated.

5.4 Main village area:

- New central area to be installed as Llanrhian Road enters the village centre to provide deflection on the approach to the existing junction. The central area will be landscaped with grass seeding and have a kerbed finish.
- A landscaped area is to be introduced to the south of the informal car park area. The existing wall will be removed, but the materials reused so the proposed matches the existing one; a new kerb line will be provided, albeit offset by 650mm. The village Christmas tree is to be retained in this location.
- The existing informal parking area is to be resurfaced with gravel-crete to ensure that it is more robust and durable, with drainage also improved. A new 4.1m carriageway is to be installed to provide access through the parking area and also provide access to parking spaces.
- 4 grasscrete parking bays are to be provided at the front of the listed cottages to formalise the existing parking arrangements.
- The existing carriageway alignment on the southern spur of Llanrhian Road is to be moved north, with a 4.1m carriageway width maintained.
- A new pedestrian footway on the southern spur of Llanrhian is to be introduced on the southern edge of the carriageway as a result of the carriageway realignment. The surface is to be tar and chip and of harvest colour.
- Uncontrolled pedestrian crossing points are to be provided and demarcated via tactile slabs at key sections around the Llanrhian Road loop.
- Existing rumble strips are to be removed from the Llanrhian Road loop and new traffic calming features added via flush kerbing and setts to establish new rumble strips. Adjacent to the Sloop Public House a Sinusoidal Hump is proposed with 100mm upstand as a further traffic calming feature.
- The harbour parking area is to be reconfigured with white lining to demarcate the new

configuration. Existing EV parking bays and bike parking are to be retained with the latter enhanced.

- Access to the quay and harbour is to be left as per existing, and the boat storage area is to be retained. A pedestrian footway is to be introduced along the quay with a finish again in tar and chip - also of Harvest colour. A minimum of 1.2m width is to be maintained. The footway is to continue along the northern spur of Llanrhian Road and the carriageway is to be realigned on this section to facilitate the proposed pedestrian footway. The carriageway is to be maintained at a minimum of 4.1m along the northern spur.
- 5 grasscrete parking bays will be provided on the eastern edge of the village green, including the deconstruction of the existing dwarf wall and its reconstruction using existing materials. Existing picnic tables are to be relocated and reused. The carriageway adjacent to the Sloop Public House is to be 7.1m wide, to allow access for refuse vehicles and delivery vehicles.
- A new bus stop is proposed by the Sloop Public House. This will be denoted by road markings.
- 8 grasscrete parking bays are to be provided in the residential areas above the village centre adjacent to embanked green spaces

5.6 An informal one-way system is intended to be established through the delivery of the design proposals and behavioural change. However, vehicles will still be able to traverse in both directions to allow fishermen to move between the harbour and the slipway without having to go around the Llanrhian Road loop.

6 Key Issues

6.1 The application raises the following planning matters:-

- Policy, Principle of Development, and Impact on National Park
- Impact on the Historic Environment (Conservation Area, Listed Buildings and Scheduled Ancient Monument)
- Siting and Sustainable Design
- Amenity and Privacy
- Access and Parking
- Landscaping & Biodiversity
- Land Drainage
- Other Material Considerations

7 Policy, Principle of Development, and Impact on National Park

7.1 Section 38 of The Planning and Compulsory Purchase Act 2004 requires that in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for the National Park comprises Future Wales (the National Plan 2040) and the Local Development Plan 2.

7.2 Future Wales – The National Plan 2040 (FW) Policy 4 Supporting Rural Communities states that Strategic and Local Development Plans must identify their rural communities, assess their needs, and set out policies to support them. On page 104, Future Wales states that: National Park Authorities “are unique planning entities with a specific remit to reflect the distinctive characteristics of their areas... and that Future Wales policies respect the functions of National Parks in terms of their statutory purposes...”

7.3 In Future Wales, Porthgain is part of the South West Region and is demarcated as being in the National Park. Policy 30 of Future Wales notes the importance of managing the South West region’s outstanding natural resources, which include the Pembrokeshire Coast

National Park, not only for the benefit of future generations but also to derive sustainable socio-economic benefits.

- 7.4 The applicants supporting statement sets out that the development would ensure sustainable tourism while not impacting the natural resources of Porthgain; it is thus deemed that the proposals are in accord with the approach of the National Plan.
- 7.5 Porthgain is defined as a Rural Centre in the Local Development Plan. Policy 6 (Rural Centres) of the Plan sets out the types of development that are acceptable, in principle, and this includes ensuring developments permitted contribute to the protection and enhancements of the special qualities of the Centre. The applicants have set out in their planning statement that this development proposal will make it easier for residents to live in the village during the summer and that this would therefore meet the Policy requirements.
- 7.6 The centre of Porthgain is designated within LDP2 as a green wedge, which have been designated to protect the setting of Centre and safeguard the countryside. The subtext to Policy 16 for green wedges explains that: *green wedges play an important role in maintaining the landscape setting of urban and rural settlements, and in preserving openness. Pressures for development outside Centre Boundaries can result in an erosion of the openness and a detrimental effect on the character and special qualities of the rural National Park can result. Such development alone or cumulatively can have a detrimental impact on the character and landscape of the National Park and provides justification for the designation of Green Wedges as a local interpretation of national policy.*
- 7.7 Policy 18 of LDP2 identifies that proposals in Porthgain, Saundersfoot, Solva and Tenby Harbours will be permitted provided that they sustain harbour activities, and conserve and enhances the existing character of the harbour. The proposals here are not considered to harm the harbour, its setting, or the special qualities of the Centre.
- 7.8 The application documents state that: *the proposals would help to ensure sustainable tourism in Porthgain village, ensuring that visitors can continue to enjoy the character of the village and that this part of the outstanding National Park landscape and local businesses can continue to thrive while ensuring that amenity of residents is improved during the peak spring and summer tourism months. In this respect, the development is deemed sustainable and in line with the goals and ways of working set out by the Future Generations Act.*
- 7.9 The scheme has been brought forward following extensive consultation with the residents with the creation of a Porthgain Masterplan which was drawn up following workshops locally, and this was followed by further engagement and an on-line survey. Whilst some respondents have objected that the proposal has developed further from proposals set out in earlier consultations, it is recognised that schemes will evolve following initial consultations. Moreover, a full consultation on the current application has taken place through the planning process and this issue is therefore given very limited weight.
- 7.10 Officers are satisfied that the overall proposal complies with the key policies guiding development within Porthgain as set out in both Future Wales and the PCNPA LDP2. The principle of development is therefore acceptable.

8 Impact on the Historic Environment (Conservation Area, Listed Buildings and Scheduled Ancient Monument) Policy, Principle of Development, and Impact on National Park

- 8.1 Section 72 of the Planning Listed Buildings and Conservation Areas Act 1990 requires that the Authority pays special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area.

- 8.2 Section 66 of the Planning Listed Buildings and Conservation Areas Act 1990 requires that in considering whether to grant planning permission for development which affects a listed building or its setting, the Authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 8.3 Porthgain Quarry and Harbour is a Scheduled Ancient Monument (PE382). The proposed development is located between 90 and 200m southeast of the Scheduled Ancient Monument. CADW have been consulted and have no objection to the proposed development. CADW note that the Heritage Impact Assessment concludes that there will be minimal visual impact on the Conservation Area and by extension the Scheduled Ancient Monument and concur with the conclusions.
- 8.4 The Built Conservation Officer has been consulted on the proposed development, and has commented that: 'the proposal as amended has acceptably low impact on the character and appearance of Porthgain Conservation Area and the setting of the Listed Buildings therein. There is a positive impact in terms of providing a better solution of parking and access for locals and visitors, which at present is unacceptable'.
- 8.5 In conclusion, the scheme is considered to be acceptable in terms of its low impact on the setting of a Scheduled Ancient Monument, Listed Buildings and the Conservation Area.

9 Siting and Sustainable Design

- 9.1 Policy 08 (Special Qualities), of Pembrokeshire Coast National Park Local Development Plan 2 (LDP2), is a strategy policy which refers to the special qualities of the National Park and lists priorities to ensure that these qualities will be protected and enhanced. These qualities are characteristics and features which individually or in combination contribute to making the National Park unique. Particularly relevant to this application are criterion c which seeks to protect and where possible enhance the pattern and diversity of the landscape and criterion d which seeks to protect and where possible enhance the historic environment.
- 9.2 Policy 14 (Conservation of the Pembrokeshire Coast National Park) of LDP2 seeks the conservation of the Pembrokeshire Coast National Park, resisting development that would cause significant visual intrusion, be insensitively or unsympathetically sited within the landscape, and/or fail to harmonise with, or enhance the landform and landscape character of the National Park.
- 9.3 Policy 29 of the LDP2 focuses on sustainable design, and emphasis the importance of integrating sustainable principles into development projects to ensure they are environmentally responsible, and socially beneficial while enhancing place and local distinctiveness.
- 9.4 The application documents include both a Heritage Impact Assessment and a Landscape and Visual Impact Assessment to aid in the assessment of the proposal.
- 9.5 *The LVIA details that: the underlying state of roads, buildings, hillsides, harbour and open spaces combine to form a composition of harmony and tranquillity, of small intimate character with very-much a timeless quality. This becomes transformed with the influx of cars, especially at peak times where every roadside space becomes a parking space.*
- 9.6 4.2 of the LVIA goes on to say that the main car park is the largest single area affected by new proposals. This will change the surfacing from hard impermeable hard-core to a gravel-crete finish. When first laid the gravel will be apparent along with the patterned voids, however, overtime is it likely that natural growth may encroach and establishes itself. This is

prevented from spreading over the gravel-crete in the highest use areas, but in quieter areas the natural growth can spread laterally from the voids and cover the gravel cell structure.

- 9.7 The summary of the LVIA on visual impacts is that the most significant effects will be most apparent immediately following the completion of works, which will dull with time, particularly where grasscrete will be seeded and greenover gradually. The LVIA also states that when the car parks are full during the summer there will be no discernible change as the cars themselves will be visually dominant.
- 9.8 The creation of formal parking bays alongside the road will be the most noticeable alteration which could be considered urbanising, but this will soften once the edges become landscaped.
- 9.9 The benefits to visitor safety and traffic flow are considered to outweigh the potentially minor short term negative impacts and will help to preserve the special qualities of the National Park in the longer term and to comply with the Policies 8 (Special Qualities), 14 (Conservation of the Pembrokeshire Coast National Park) and 29 (Sustainable Design) above.

10 Amenity and Privacy

- 10.1 Policy 30 (Amenity) supplements Policy 29 (Sustainable Design), providing further advice on amenity and ensuring that development is only permitted when it does not have a detrimental impact on the quality of the environment enjoyed by people living, working, or visiting the National Park.
- 10.2 Several of the letters of objection have referred to the special qualities and visual amenity of the village being adversely affected by the proposed development, but no objections have been received with regard to residential amenity. Officers consider that through the careful conditioning of finishing materials, the special qualities and visual amenity will be protected and that there will not be an adverse impact on the residents of the village or the amenity of the area, other than potentially in the short-term during construction.

11. Access and Parking

- 11.1 Policy 59 (Sustainable Transport) seeks to ensure that opportunities are taken to improve and promote sustainable travel and reduce the need to travel by car. It sets out a range of criteria including permitting proposals that assist in delivering improved traffic and parking management. Policy 60 (Impacts of Traffic) also seeks to support development where access, traffic generation, road safety, environmental damage and the vitality and viability of a Centre is not adversely affected.
- 11.2 The highway and environmental improvements are proposed to ensure that the amenity of residents and business owners is protected during the peak 'season' while protecting the village's character and ensuring the impact of visitors remains sustainable from a transport perspective.
- 11.3 The scheme has been brought forward following extensive consultation with the residents with the creation of a Porthgain Masterplan which was drawn up following workshops locally, and this was followed by further engagement and an on-line survey.
- 11.4 The 14 grasscrete bays along eastern edge of Llanrhian road will aid in formalising the current haphazard parking experienced in peak times. A further 22 grasscreted bays with track resurfacing are proposed at the entrance to the village with a new Pembrokeshire hedgebank for screening and a turning head are proposed. 5 additional grasscreted bays are proposed on the eastern edge of the village green.

- 11.5 In the centre of the village, the parking area will be landscaped and kerbed, with another landscaped area at the south of the informal car park. A new cut through to the parking area will also be provided to aid in vehicular movement.
- 11.6 Combined with the creation of pedestrian walkways, widened carriageways, white lining and a new bus stop outside the Sloop Public House, this is a very comprehensive set of highways improvement aimed at protecting the special qualities of the village and to enable traffic and parking to be managed more effectively.
- 11.7 The proposed development is considered to result in improved traffic and parking management in a manner which protects the environment and vitality and viability of Porthgain. It is therefore considered to comply with the requirements of Policies 59 (Sustainable Transport) & 60 (Impacts of Traffic) of the Pembrokeshire Coast National Park Local Development Plan.

12. Landscaping & Biodiversity

- 12.1 To comply with Planning Policy Wales (2024) and the Environment (Wales) Act 2016 planning authorities are expected to ensure every development positively contributes to biodiversity.
- 12.2 Chapter 6 of Planning Policy Wales 12 states that 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. It also states that a green infrastructure statement should be submitted with all planning applications and that the green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the stepwise approach has been applied.
- 12.3 The submitted Green Infrastructure Statement details how it has been informed by an ecology survey and a design statement, using the 'step-wise approach' as advocated by PPW12. The Pembrokeshire County Council and PCNPA have a joint Green Infrastructure Assessment (2023) which has also informed the GIS submitted.
- 12.4 The proposed hedgerow planting will help to extend connectivity with higher ecological value areas. The geo-cells could be filled using existing topsoil but with the addition of native seed mixtures to increase diversity. There are no trees to be lost as part of the proposed development, but some are to be lost in the parts of the proposal which do not require planning consent (areas within permitted development) so the principle of 3:1 in terms of compensation is proposed with 6 new trees which are to be planted in the area north of the existing parking and a management plan has been outlined in the GIS to ensure that the areas are managed to maximise biodiversity.
- 12.5 The GIS does show the majority of the information required to suggest a net benefit to the site will be achieved at the completion of the development. More site-specific details will be required in relation to:
- The protection methods of the retained landscape features
 - Site specific details of the landscaping and future landscape management
- However, it is considered that this can be conditioned, and the supplementary information provided and approved by this authority prior to commencement.

The application is therefore considered to comply with the Local Development Plan, Planning Policy Wales 12, and the Environment (Wales) Act 2016.

13. Land Drainage

- 13.1 The Drainage Engineers at Pembrokeshire County Council have been consulted with the development proposals and have raised no objection. They have confirmed that SAB consent will be required for this development, and an informative to this effect has been suggested.
- 13.2 Welsh Water/Dwr Cymru have been consulted and raised no objections, but suggested a condition, and listed a number of conditions for working in the proximity of water mains which are referred to within condition 4. Subject to the imposition of this condition, the application is considered acceptable in terms of land drainage.

14. Conclusion

- 14.1 The proposed development is considered to present a sensitive and well-designed set of highways improvements, which will enhance the visitor experience while protecting residents and pedestrians, the environment and the vitality and viability of Porthgain. The proposal complies with all relevant LDP policies and the aims of Future Wales. The application is therefore recommended for approval subject to appropriate conditions.

15. Recommendation

- 15.1 Approve, subject to conditions below.

Conditions/Reasons

- 1 The development shall begin not later than five years from the date of this decision.
Reason: Required to be imposed pursuant to Section 91 (1) of the Town and Country Planning Act 1990 (as amended).
- 2 The development shall be carried out in accordance with the following approved plans and documents:
Location Plan 1:1250
Porthgain Phase 2, Option B – AC Area
Preferred Option C – Porthgain Overview
Porthgain Illustrative Masterplan
Porthgain Highway & Environmental Improvements Design Statement June 2024
Porthgain Highway and Environmental Improvements Planning Statement V.3 20/06/2024
Porthgain Arboricultural Report dated 5th June 2024
Green Infrastructure Statement dated 26th June 2024
Porthgain Landscape and Visual Impact Assessment
Porthgain Ecology Survey Final Report June 2024
Porthgain Environmental Improvements: Heritage Impact Assessment 26/06/2024
Reason: In order to be clear on the approved scheme of development in the interests of protecting visual amenity and the special qualities of the National Park. Policy: Local Development Plan 2 – Policies 1 (National Park Purposes and Duty), 8 (Special Qualities), 14 (Conservation of the Pembrokeshire Coast National Park) and 29 (Sustainable Design).
- 3 No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network
Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment
- 4 The proposed development site is crossed by a public sewer with the approximate position being marked on the attached Statutory Public Sewer Record. The position shall be

accurately located, marked out on site before works commence and no operational development shall be carried out within 3 metres either side of the centreline of the public sewer. Please see the letter dated 29/07/2024 from Dwr Cymru with easement conditions listed.

Reason: To protect the integrity of the public sewer and avoid damage thereto protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

- 4 Prior to implementation of the scheme hereby approved, a detailed specification of all products to be used in conjunction with the scheme - the grasscrete, markers, details of road and parking markings, details of crossings and calming measures, details of posts, boulders, signage etc shall be submitted to and approved by the Local Planning Authority and such details as are approved shall be implemented and retained thereafter.

Reason: In order to conserve the special qualities of the National Park and in accord with Policies 8, 14 & 29 of the Pembrokeshire Coast National Park Local Development Plan.

- 5 Prior to commencement of development, the result of percolation testing shall be submitted to and approved by the Local Planning Authority to ensure that the proposed drainage can be implemented. If the results determine that the proposed SuDS system will not work, a revised drainage strategy will also need to be submitted and approved. Such scheme as is approved shall be implemented and retained thereafter.

Reason: In order to ensure the scheme does not cause surface water flooding and in accord with Schedule 3 of the Flood and Water Management Act 2010

- 6 All retained trees, hedgebanks and hedge boundary features and/or any trees whose canopies overhang the site shall be protected by the duration of the development (in accordance with BS5837: 2012 'Trees in relation to design, demolition, and construction – Recommendations'). The type and position to be agreed with this authority prior to commencement. The protection measures shall be implemented prior to any equipment, machinery or materials are brought onto the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site.

Nothing shall be stored or placed within any protection area, and the ground levels within those areas shall not be altered, nor shall any excavation (in relation to connecting to existing infrastructure) be made, without the prior written consent of the local planning authority. No works to trees will be carried out without prior approval from this authority.

Reason: To prevent detrimental impact to trees, hedges and other landscape features which contribute to the amenity, landscape & biodiversity of the site and surrounding area. Local Development Plan 2 – Policies: 1 (National Park Purposes and Duty), 8 (Special Qualities), 14 (Conservation and enhancement of the Pembrokeshire Coast National Park), 30 (Amenity), SPG 12 – Biodiversity, Technical Advice Note (TAN) 5: Nature Conservation and Planning (2009), Technical Advice Note (TAN) 10: Tree Preservation Orders (1997).

- 7 No development, demolition or site clearance shall take place until there has been submitted to and approved in writing by the local planning authority a scheme relating to the immediate landscape. The approved scheme shall include the following details:

- Clarification of planting / landscaping proposals
 - Scale plan on proposed site layout showing precise site-specific locations
 - Schedules of plants (trees and hedges)
 - Plant species • Plant supply sizes
 - Proposed numbers of each proposed species
 - Hedge planting density and method (e.g. double staggered)
 - Implementation programme / timescale / phasing of planting
 - Future Management Plan and replacement of failures details
 - Details of any constructed green features – Green roofs / Pembrokeshire hedgebanks
- Development shall thereafter take place in accordance with the approved details. Any

variations to the details of the documents and plans must only be undertaken after the proposed variations have been agreed in writing by this authority.

Reason: In the interests of maintaining a suitable scheme of landscaping to protect the visual amenity of the area, to maintain the special qualities of the landscape and habitats through the protection, creation and enhancement of links between sites and their protection for amenity, landscape and biodiversity value of the site and surrounding area. Local Development Plan 2 – Policies: 1 (National Park Purposes and Duty), 8 (Special Qualities), 14 (Conservation and enhancement of the Pembrokeshire Coast National Park), 30 (Amenity), SPG 07 – Biodiversity, Technical Advice Note (TAN) 5: Nature Conservation and Planning (2009), Technical Advice Note (TAN) 10: Tree Preservation Orders.

- 8 No development shall take place, including any works of demolition, until a Construction Traffic Management Plan has been submitted to, and approved in writing, by the local planning authority. The approved details shall be adhered to throughout the demolition/construction period. The plan shall provide for:
- a) Demolition/construction phase operating hour restrictions.
 - b) Demolition/construction phase restrictions on emissions of dust.
 - c) Demolition/construction phasing of works
 - d) The parking of vehicles of site operatives and visitors.
 - e) Restrictions on timing of loading and unloading of plant and delivery of materials used in constructing the development.
 - f) Wheel washing facilities.

The development shall be carried out in accordance with the approved details.

Reason: In the interests of road safety and to protect the amenity of local residents from excessive noise, vibration, smoke, odour and dust. Policy: Local Development Plan 2 - Policies 1 (National Park Purposes and Duty), 8 (Special Qualities), 12 (Local Areas of Nature Conservation or Sites of Geological Interest) and 14 (Conservation of the Pembrokeshire Coast National Park), Policy 30 (Amenity), Policy 60 (Impacts on Traffic) and Planning Policy Wales (Edition 10, December 2018) - Chapter 6 (Distinctive and Natural Places).

16. Informatives

Drainage Informative:

Pembrokeshire County Council as SuDS Approving Body (SAB) considers that by virtue of the fact that the construction area having drainage implications appears to be in excess of 100 square metres / more than one property; **the proposed works will require SAB approval prior to the commencement of any works on site relating to this application.** Please see www.pembrokeshire.gov.uk/planning-contacts/sustainable-drainage-approving-body sab for more information. Due to the existence of an ordinary watercourse, the applicant should be made aware that ordinary watercourses must not be filled in, culverted, or the flow impeded in any manner, without the prior written consent of Pembrokeshire County Council under Section 23 Land Drainage Act 1991 as amended by the Flood and Water Management Act 2010. Consent is also required to alter a culvert in a manner that would be likely to affect flow of an ordinary watercourse, and for temporary as well as permanent works.