

**Application Ref: NP/20/0291/FUL**

<b>Case Officer</b>	Nicola Gandy		
<b>Applicant</b>	Man Up UK Activities Ltd		
<b>Agent</b>	Mr I Bartlett, Ian Bartlett Building Design & Cons.		
<b>Proposal</b>	Regularisation of existing use of Abereiddy Common Car Park as a car park (limited to 6 disabled person parking spaces) with drop off and turning area with the change of use of part of agricultural field at grid reference 179962 230984 to use as a car park with siting of car park attendants hut.		
<b>Site Location</b>	Abereiddi Beach Car Park and part of field (at grid ref 179987 230990), Llanrhian, Haverfordwest, Pembrokeshire, SA62 5BQ		
<b>Grid Ref</b>	SM79873111		
<b>Date Valid</b>	05-Jun-2020	<b>Target Date</b>	30-Aug-2020

The application is referred to the Development Management Committee for determination at the discretion of the Director of Planning and Park Direction and in view of the amount of public interest

**Consultee Response**

**Llanrhian Community Council** – Supportive subject to the following :-

- i) The application is to be heavily conditioned and reviewed within the first 12 months
- ii) the operational plan is to be shared with key stakeholders
- iii) there is a commitment by the applicant to request an immediate amendment to increase the number of beach car spaces to 12.

**PCNPA Rights of Way Officer** - No objection subject to an informative

**PCC - Common Land Officer** – No objection

**PCC Drainage** – Advised that the development will not be required SAB approval

**Highway Authority** – No objection

**NRW** – No objection

**PCNPA ecologist** – No objection subject to a condition

**PCC Pollution Control Team** – No objection

**Dyfed Archaeological Trust** – No further action

**Public Response**

The application was advertised on site and by neighbour notification and consulted upon following receipt of the management plan. Many letters were received raising objections, concerns and suggested amendments.

The objections and concerns are summarised as follows:-

- Highway and pedestrian safety
- Limited access to beach car park
- Impact on well being
- Money from charging is not being invested in sea defences

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- Car parking a beach car park should be increased to 12 spaces
- Charging for car parking
- Charging for shuttle bus
- Cannot prevent cars from accessing the beach
- Overnight parking
- Positioning of boulders is unclear
- How will access to toilets be maintained and restrict access to further car park area
- Lack of detail of any signage
- Management plan lacks detail on the operation of the management of vehicles i.e how will attendants communicate/type of vehicles
- The management plan should be reviewed after 1 year
- What are the proposal for parking out of season
- Top car park opening hours and period
- Is the turning area sufficient for a bus?
- Concern that the plan can be reviewed in 5 years
- The parking area has expanded in recent years and this should be corrected
- Ice cream van should be managed responsibility
- Detail lacking – implementation plan, no. of spaces, opening times,
- Impact on the environment
- Public Safety
- Litter
- Beach car park restrictions should be for peak season only
- Increase litter
- Overnight parking
- Area is becoming a commercial hub
- Unclear how commercial operators will operate
- Daily limit should be placed on number of commercial activity providers
- Management plan does not include commercial operators
- Common land encroachment
- Charging for car parking
- Allow the sea to take the car park without a replacement
- No plan attached to the management plan
- Impact on public footpath
- Adverse Visual impact of equipment, kit and trailers
- Impact on Ecology and SSSI
- No justification for transitional period for displacement car park
- Revetment planning permission should be implemented (NP/13/0255)
- Adverse impact on privacy

A letter was also received from the County Councillor, who advised that parking at Abereddy has been the most ward prominent issue. The Cllr welcome the proposed top car park as part of a long-term solution to continued parking at Abereddy. However, concerns were raised in regard to highway and pedestrian safety and the response from the Highway Authority, irresponsible parking, breaches of planning regulations in regard to 28 day use of top car park, lack of signage, parking for local residents at beach car

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park, visual impact of top car park and commercialisation of beach car park. Further comments were made on the revetment, enforcement and support for local businesses.

A number of comments of no objection to the top car park were received.

2 letters of support were received

The majority of the objections are addressed in the body of the report, however, the following comments are offered:-

- Concerns in respect of public safety have been previously forwarded to the National Trust who are nearby landowners
- In respect of overnight car parking, an enforcement notice has been served to address this matter, however this is a wider problem and it is not considered reasonable at the moment to take further action as the landowner is not encouraging the use of the beach site by campervans and the boulders proposed will assist in limiting access to the beach.
- The Commons Land officer at Pembrokeshire county Council has not raised any objections
- Charging for car parking is outside of the control of the local planning authority
- The management plan indicated that the park and ride facility will be free and that staff will be located at both car parks
- The agent has confirmed that the submitted plans are the plans referred to in the management plan
- The ice cream van has its own separate planning permission
- The number of coastering operators will be controlled by the agreement with National Trust, the landowner and will be restricted by the space available
- The Right of Way officer has assessed the scheme and has raised no objections.

Two virtual Community Council meetings took place where the application was discussed with local residents. The Planning officer attended both community council meetings to listen to the observations made on the application.

### **Policies considered**

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

<http://www.pembrokeshirecoast.org.uk/default.asp?PID=549>

LDP2 Policy 01 - National Park Purposes and Duty

LDP2 Policy 07 - Countryside

LDP2 Policy 08 - Special Qualities

LDP2 Policy 14 - Conservation of the Pembrokeshire Coast National Park

Pembrokeshire Coast National Park Authority  
Development Management Committee – 27<sup>th</sup> January 2021

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LDP2 Policy 29 - Sustainable Design  
LDP2 Policy 30 - Amenity  
LDP2 Policy 32 - Surface Water Drainage  
LDP2 Policy 34 - Flooding and Coastal Inundation  
LDP2 Policy 38 - Visitor Economy  
LDP2 Policy 59 - Sustainable Transport  
LDP2 Policy 60 - Impacts of Traffic  
PPW10  
SPG06 - Landscape  
SPG22 - Seascape Character  
TAN 14 - Coastal Planning

### **Constraints**

Special Area of Conservation - within 500m  
Site of Special Scientific Interest - within 50m  
Common Land CROW Access  
Contaminated Land  
LDP Mineral Safeguard  
Safeguarding Zone  
Rights of Way Inland - within 50m  
Hazardous Zones  
ROW Coast Path - within 10m  
Potential for surface water flooding  
Recreation Character Areas  
Affordable Housing Submarkets  
Seascape Character Areas  
Within Site of Special Scientific Interest consult NRW / Planning Ecologist\_20m

### **Officer's Appraisal**

#### **Site and Development Description**

The application seeks planning permission for the following:-

##### **Beach Car Park**

- Regularisation of the part of the existing beach car park (6 No. spaces) with an area for water sports activity providers
- Positioning of boulders

##### **Southern Field (Top car park)**

- Change of use of field to car park (4856 sqm)
- Creation of new access point, installation of hedge banks and laying of grass crete

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- Attendants hut

The proposal seeks to displace the car parking area on the beach frontage to a field located to the south of the beach. Boulders are proposed to physically reduce the size of the car parking area on the beach.

The application is accompanied with a management plan which details the proposed management of the traffic using the car parks.

The management plan indicates the following:-

- Parking spaces at the beach car park to be used as disabled parking spaces and for resident pass holders only
- Park and ride system to be operated for no cost during peak season. The park and ride facility will transport kit, people with restricted mobility and others from the top car park to the beach car park and back.
- A turning area will be provided at the beach car park for the park and ride vehicle to use.
- Boulders to restrict the scale of the beach car park but still allowing for pedestrian and emergency vehicle access. Without maintenance the sectioned off area will become usable by vehicles.
- Activity providers will park at the beach car park adjacent to the lime kilns and will use this space to meet clients

A copy of the management plan has been attached for Members information

### **Background**

The beach frontage has been used as a car park for several decades, however it has not ever been granted planning permission of this use. Given the amount of time the area has been used for car parking the use would be considered lawful with the appropriate evidence. Historically water activity providers have utilised parking spaces on the beach to meet clients to take on water activity excursions. Provided that the area is used as a meeting location for customers only the presence of the water activity providers is not considered to be development.

The existing beach car parking area is eroding and a significant area has been lost to the sea in the last few years, reducing the amount of car parking available, which has led to pressures on the environment and community. Continued coastal erosion is reducing the car parking area on an annual basis.

Members will be aware that Abereddy is a popular tourist destination in the National Park and the majority of visitors to the area arrive by private vehicle.

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Following the severe storms in 2014 the Authority began the process of discussing potential alternative car parking areas to secure access to Abereddy for the future. The Authority entered into discussions with landowners surrounding the site and the application site was identified as a suitable location for a displacement car park, a site visit took place in 2016 with the applicant and the Highways Authority to discuss the potential use of the site.

In recent years the proposed top car park has been operating as a car park under 28 day permitted development rights along with the beach car park. Pedestrians have been accessing the beach from the top car park via the highway, whilst the bottom car park has been in full operation. At the beach carpark a booking office and kit hire facility was set up on the beach, without the benefit of planning permission. Enforcement notices were served requiring the cessation of the use of the site as a booking office. There was a subsequently appeal where the notice was upheld and the unauthorised use has now ceased on site.

### Relevant Planning History

- NP/19/0170/FUL - Regularisation of existing use of Abereddy Common Car Park as a car park and a base for the undertaking of coastering and surf/kayak activities, the siting of a temporary hut for car park attendant together with the change of use of part of agricultural field at grid reference 179962 230984 to use as a car park. The change of use to include a phased reduction in the scale and use of the beach car park over a 4 year period whilst increasing the use of the field car park to its maximum over the same period. - **Withdrawn**

### Key Issues

The application raises the following planning matters:

- Policy and Principle of Development
- Siting, Design and Impact upon the Special Qualities of the National Park
- Amenity and Privacy
- Access and Parking
- Landscaping
- Biodiversity
- Other Material Considerations

#### *Policy and Principle of Development:*

Para 3.34 of Planning Policy Wales (Edition 10, 2018) states the countryside is a dynamic and multipurpose resource. In line with sustainable development and national planning principles, and in contributing to placemaking outcomes, it must be conserved and where possible enhanced for the sake of its ecological, geological, physiographic, historical, archaeological, cultural and agricultural value and for its landscape and natural resources.

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National Policy is translated at a local level through the Local Development Plan. The application site is located in the countryside, Policy 7 of the Local Development plan (LDP) is therefore relevant.

Policy 7 only permits a certain type of development at countryside locations. Criterion d) of Policy 7 allows for tourist attractions and recreational activity where the need to locate in the countryside is essential.

In this instance the beach at Abereddy is a long-standing attraction. Criterion j) of Policy 7 allows for development in the countryside which assist coastal communities in preparing for and adapting to coastal change. A car parking area has served the beach for several decades, however, due to coastal erosion the car parking area is reducing on a yearly basis. In addition to this over the last few years an overflow car park has been opened under 28 day permitted development rights. The principle of displacing the car park in this case is therefore considered acceptable.

A limited amount of parking will be retained at the beach car park, this is primarily for disable parking and will also include an element of 'local resident' parking and water activity operators parking.

### *Siting, Design and Impact upon the Special Qualities of the National Park*

Strategic Policy 8 of the LDP protects the special qualities of the National Park. The priorities particularly relevant to this application are a) to ensure that the senses of remoteness and tranquillity is not lost and wherever possible enhanced and i) development of the undeveloped coast in avoided and sites within stretches of the developed coast are protected for uses that need a coastal location.

Policy 14 of LDP2 seeks the conservation of the Pembrokeshire Coast National Park with criteria 'a' and 'b' resisting development that would cause significant visual intrusion and/or, introducing or intensifying a use which is incompatible with its location. Criteria 'c' and 'd' resists development that would fail to harmonise with, or enhance, the landform and landscape character of the National Park, and/or fail to incorporate important traditional features.

Policy 29 of LDP2 requires all development proposals to be well designed in terms of place and local distinctiveness (criterion 'a'). Policy 30 of LDP2 seeks to avoid development that is of an incompatible scale with its surroundings (criterion 'b') or is visually intrusive (criterion 'd').

The application site is currently used as a year-round car park (beach car park) and a 28 days car park (top car park during the summer). There is a significant visual impact on the National Park from both these car parking areas.

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The proposed displacement car park will significantly reduce the number of vehicles at the beach car park benefiting the visual appearance of the coastal area and adding to the natural beauty of the beach. Boulders will be used to restrict access to a large part of the car park, but still allowing for access to the toilet block. In order to ensure the siting and appearance of the boulders are acceptable a condition is proposed requiring details of appearance and siting to be approved by the Local Planning Authority prior to the positioning of the boulders.

The proposed top car park, which is currently an agricultural field for the most part of the year, will have an impact on the immediate landscape. However, the top car park will not be as publicly visible as the beach car park as it will be screened from the highway by the existing hedgebank and will be located away from the coastline. In order to mitigate some of the visual impact of the car park additional hedgebanks will be provided within the site, these will also help to control the containment of the car parking area.

When considering the visual impact of the top car park from wider views against the visual improvement to the beach car park, the additional hedgebanks and the existing lawful use of the top car park for 28 days each year, it is considered, that on balance, the displacement car park is acceptable in terms of the impact on the special qualities of the National Park, whilst still allowing a long term solution to continued access to Abereddy beach.

The application proposes the provision of a modest scale hut for parking attendants at the top car park, whilst there is no built form on the site currently, the hut is modest in scale and will not have a significant visual impact, Furthermore, the design is similar to huts found at various other car parks within the National Park.

### *Amenity and Privacy:*

Policy 30 of LDP2 refers to matters of amenity and requires proposals to be appropriate to where people live and work, compatible with its setting, should not lead to an increase in traffic, odour, noise or light, and should not be visually intrusive.

There are a number of residential dwellings within close proximity to the application site, however given the nature of the proposed development, proposed operational times and its location it is not considered to cause any overriding concerns in respect of residential amenity.

Concerns were raised in respect of privacy, the top car park will be served via a new access which is located further away from the existing access point to the field. This will reduce the impact of the development on the nearest property (New House) and the existing hedgebank will assist in minimising views from the car park to the nearest residential property. A condition is recommended to require the new access.



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Concerns have also been raised in regard to disruption from overnight camping. The top car park will be physically closed via a gate at 10pm each night and the bottom car park will be significantly reduced in scale, which should prohibit camping at the top car park and reduce unauthorised overnight camping at the bottom car park.

### *Access and Parking:*

The Highway Authority have assessed the submitted scheme and have raised no objection. The Highway Authority response comments on the visibility of the access to the top car park and the provision of disabled parking spaces at the beach car park. However, the response does not cover pedestrian and highway safety, the Highway Authority have therefore been requested to provide a more substantive response to cover this aspect. Members will be updated of the response once it has been received prior to the Committee meeting.

In general terms the proposed development is considered to be an improvement on highway and pedestrian safety. The currently situation with both car parks fully operational during peak season results in a large number of pedestrians walking in the highway in conflict with a large number of vehicles parking at the beach car parking area, which at times has been as much as 96 vehicles. The proposal will significantly reduce the number of vehicle trips from the top car park to the beach car park, with signage warning both drivers and pedestrians of the risk of encountering each other.

The management plan is considered sufficient by the Highway Authority to support the application and is considered to be enforceable in planning terms. However, as the operation has not been tested it is considered that in order to ensure that the management plan does adequately address highway and pedestrian safety issues that a condition be attached to any permission granted requiring the management plan to be reviewed and consulted upon after a period of 12 months following the implementation of the planning permission. A condition requiring the review of the management plan with consultation will allow the Authority, applicant, the community and the Highway Authority to review and amend if required.

In order to reduce the need for pedestrians to access the highway as much as possible a condition is recommended requiring a pedestrian access point to be inserted into the hedgebank separating the top car park and the highway, this will further reduce any pedestrian and vehicle conflict.

Pedestrians will walk from that pedestrian access down the road towards the beach. Part of this highway is currently the coast path.

One strong objection received is the need for additional parking for local people at the beach car park. At the Community Councils meeting feelings were strong in regard to locals having parking available to them at the beach, particularly in the evenings and out of season. The applicant has not amended the plan from 6 spaces but has indicated that the area designated

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for commercial activity providers will be available in the evenings for parking and out of season. Whilst this may not provide the 12 spaces hoped for by local residents it will provide increased parking in the evenings and out of season and the Authority has no objection to this approach.

### *Landscaping:*

Additional hedgebanks are proposed within the southern field, and the use of grasscrete is proposed at the entrance to the site. The introduction of these features is welcomed. A condition will be attached to any permission granted detailing the type of hedgebank required. The hedgebanks will restrict the parking space available at the top field, mitigate against the visual impact of the car park and will be suitable feature in the landscape. A condition regards the implementation and details of the hedgebanks is recommended.

In regard to the hard landscaping, boulders will be positioned on site to restrict the scale of the beach car park. A condition is proposed to agree the siting of these boulders with the local planning authority on site.

### *Biodiversity:*

Policy 11 of LDP2 refers to the protection of biodiversity and requires that development that would impact on habitats and species will only be permitted subject to suitable mitigation.

The application was accompanied with an ecological survey. The application has been assessed by the Authority's ecologist and Natural Resources Wales, who raised no objection to the scheme subject to a condition.

The proposed new hedgebanks are considered to result in an ecological enhancement, however a condition shall be added to include ecological enhancement features on the attendant's hut. i.e bird/bat box.

## **Conclusion**

Having regard to the above, the proposal represents a sustainable long-term solution to the issues faced at Abereddy beach in regard to continued access. Whilst it is noted that the top car park will have an adverse impact on the landscape the harm will be displaced from the impact currently experienced at the beach car park. The proposal is considered acceptable in terms of highway and pedestrian safety, however, in order to ensure that the development provides the most appropriate solution to the needs of local and residents alike whilst not having an adverse impact on safety or the special qualities of the national park it is proposed that the permission be granted subject to a condition requiring the review of the management plan after a period of 12 months from implementation.

On balance, the proposed development is considered to comply with national and local planning policies and can be supported subject to conditions.

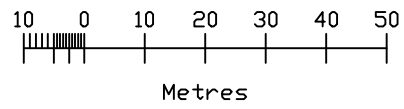
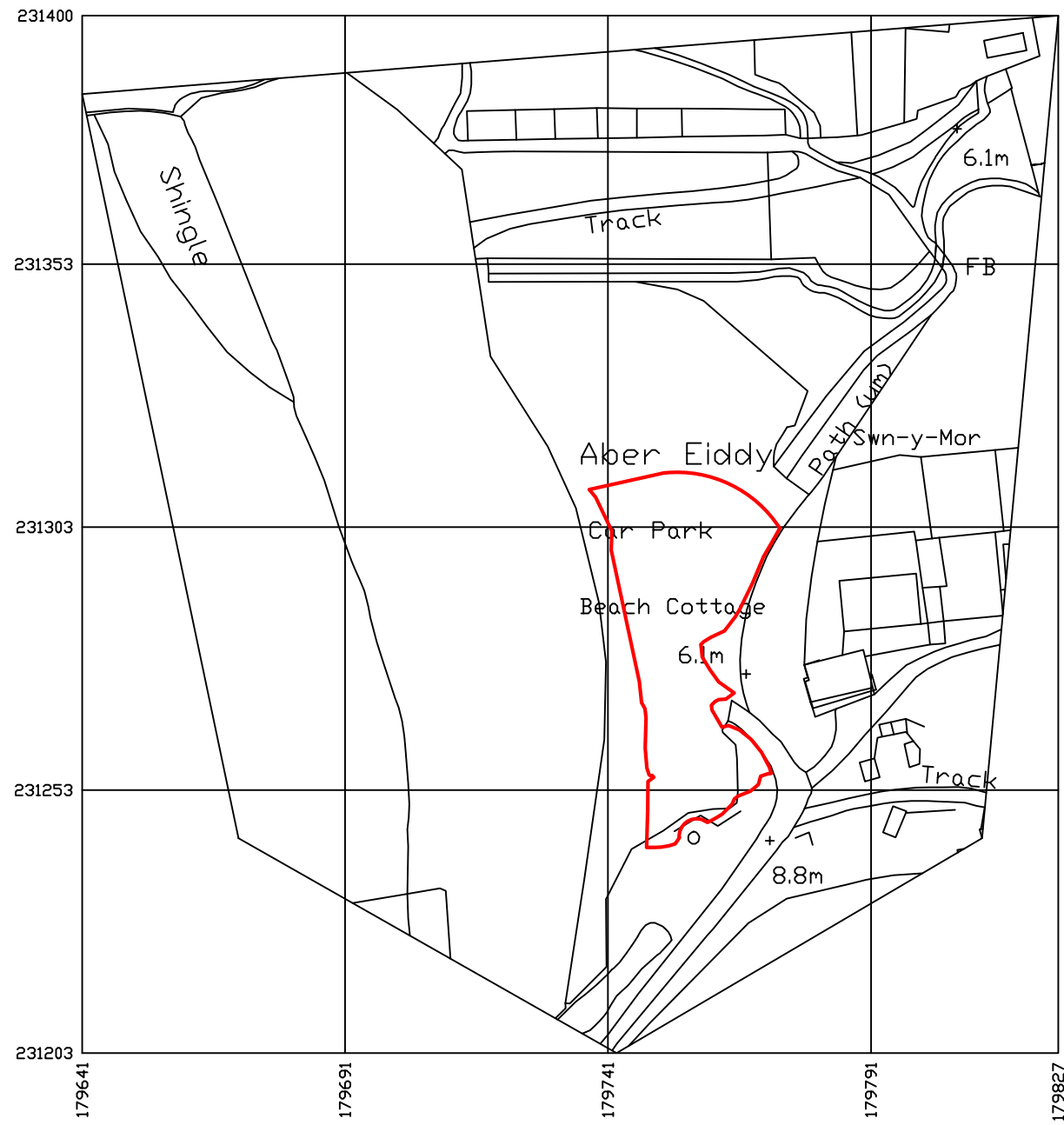
## Recommendation

Approve, subject to the following conditions:-

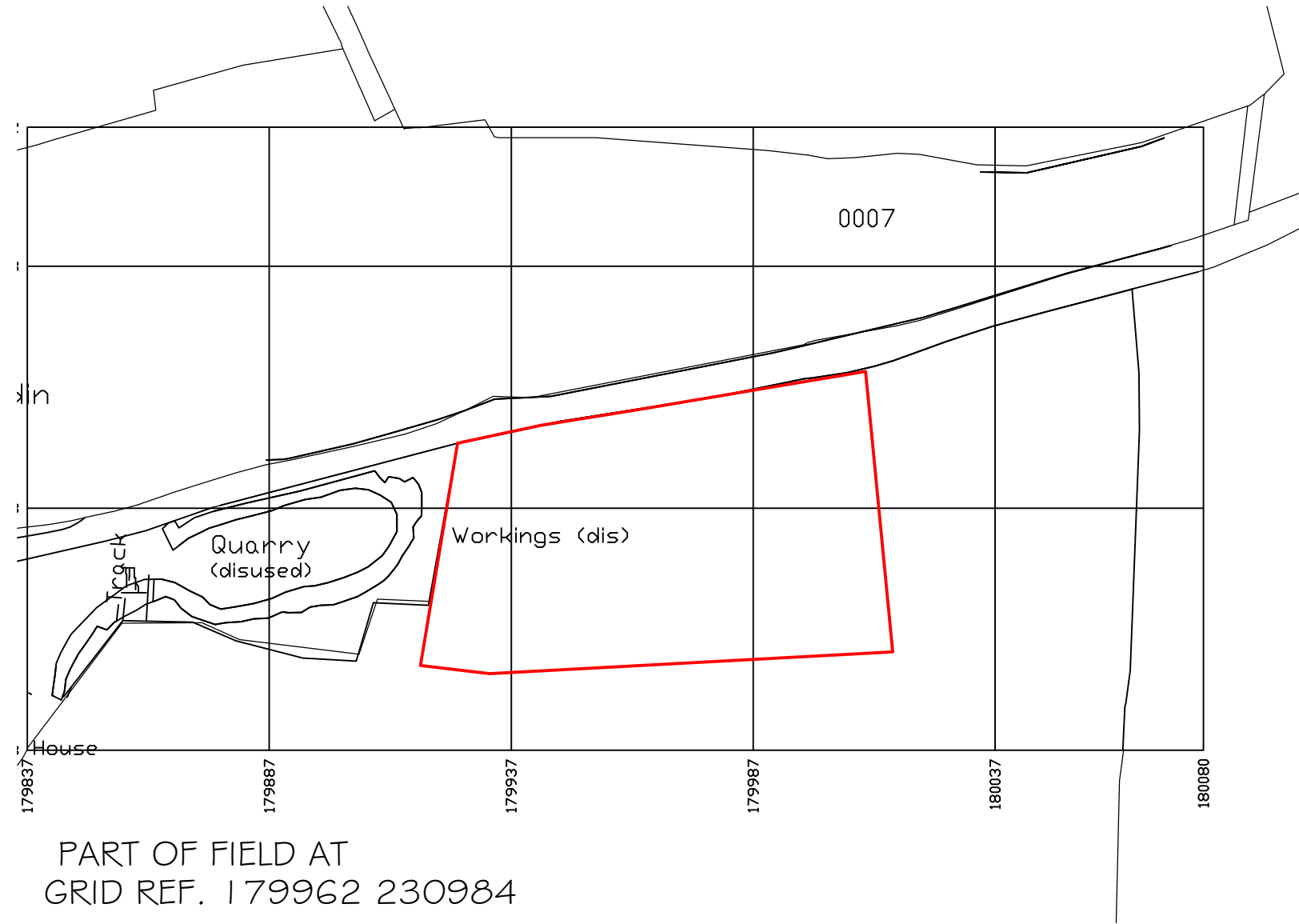
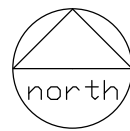
1. The development shall begin not later than five years from the date of this decision.  
**Reason:** Required to be imposed pursuant to Section 91 (1) of the Town and Country Planning Act 1990 (as amended).
2. The development shall be carried out in accordance with the following approved plans and documents:  
Site Location Plans  
Proposed Site Layout (Field Car Park) Draw No. 544/02  
Proposed Site Layout – Lower(Beach) Car Park Draw No. 544/03  
Proposed Car Park Attendants Hut Draw No. 544/0  
Management Plan (received 21/12/2020/  
X-Grid product Guide  
Landsker Ecology Report  
Management Plan dated xxx /12/2020  
**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. Within 12 months of the development hereby approved being implemented the management plan shall be reviewed and consulted upon and approved in writing by the local planning authority prior to the Easter in the following year. Timescales for subsequent reviews shall be included within any amendments to the management plan. The current and future management plans shall be implemented as approved. **Reason:** In the interests of highway and pedestrian safety, amenity 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) , 30(Amenity) and 60 ( impact of traffic) .
4. The top car park hereby approved shall be used for no other purpose than for the parking of vehicles and shall be physically closed at 10pm each night via a barrier across the access point. The car park shall be physically opened no earlier than 8am each morning. **Reason:** To protect the visual amenity of the area and to control the use of the site. 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 60 (impact of traffic).

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5. The parking spaces at the beach car park shall be used as disabled parking spaces and local pass spaces while the top car park is in operation. **Reason:** In the interests of amenity, highways and pedestrian safety and the special qualities of the national park. 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 60 (impact of traffic).
6. Prior to the commencement of development details of the proposed hegebanks and details of the timing of construction shall be submitted to and approved in writing by the local planning authority. The hedgebanks shall be retained in perpetuity and constructed as approved. **Reason:** In the interests of amenity , biodiversity and the special qualities of the National Park. Policy: Local Development Plan 2 – Policies 1 (National Park Purposes and Duty), 8 (Special Qualities), 10 (ecology) 14 (Conservation of the Pembrokeshire Coast National Park) and 29 (Sustainable Design).
7. Prior to the beneficial use of the top car park hereby approved a pedestrian access measuring 1.2 metre in width shall be created at a location to be agreed in writing with the local planning authority. The pedestrian access shall be retained in perpetuity. **Reason:** In the interests of pedestrian safety and the special qualities of the National Policy: Local Development Plan 2 – Policies 1 (National Park Purposes and Duty), 8 (Special Qualities) and 60 (Imapct of traffic).
8. Prior to the beneficial use of the top car park the siting and detail of the boulders to be located at the beach car park shall be agreed in writing by the local planning authority. The boulders shall be retained as approved whilst the top car park is in operation. **Reason;** In the interest of highway and pedestrian safety, 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 60 (Imapct of traffic) .
9. The hard standing shall be implemented at the top car park prior to the beneficial use of the top car park commencing and shall remain in perpetuity. **Reason:** In the interests of highway safety. Policy: Local Development Plan 2 – Policy 60 (Impact of traffic).



ABEREIDDY COMMON



PART OF FIELD AT  
GRID REF. 179962 230984

Produced on 25 March 2019 from the Ordnance Survey National Geographic Database and incorporating surveyed revision available at this date.  
This map shows the area bounded by 179837,230933 179837,231062 180080,231062 180080,230933  
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This map shows the area bounded by 179641,231203 179641,231400 179827,231400 179827,231203  
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SITE LOCATION PLAN  
CAR PARKS AT ABEREIDDY COMMON AND  
PART OF FIELD AT  
GRID REF. 179962 230984

scale 1-2500 on A3

## Management Plan – Abereddy

### Existing Beach Car Park

To be reduced to an area of 6 vehicles. These vehicles will be positioned in line with the location identified on the accompanying plan and will have easy access to the footpath that leads to the toilet block, the Coast path & Blue lagoon. The parking area is kept away from the beach front and approaching sea, this proposed parking area will also be easier to maintain and less likely to have rocks washed up on to it from the sea.

- **The Parking spaces will be for the use of Residents and Blue Badge Holders**

Residents seasonal passes to be issued by the car park operator and are only to be issued to permanent residents of the Council Ward. The resident pass will also allow free parking in the New Car Park.

- **Area for drop off and pick up point**

A drop off and pick up point to be kept free of parked cars in the bottom car park.

This area is to be utilised by a park and ride system that will operate from the new car park to the beach. It will transfer beach/water-based kit and persons with restricted mobility. This system will be operated at peak times and managed by the car park operator and to be reviewed after 5 years of the New Site opening.

- **Separating the Car Park**

The remaining western (seafront) section of the car park will be disused. The area between the new parking bays and the disused seafront will be separated by large boulders that will be in keeping with the area and will be placed to prevent cars parking on the front but not to restrict pedestrian access or emergency vehicles and maintenance vehicles. The disused area will then be left unattended and will be reclaimed as a rocky beach front. (Prior to the placing of the boulders consultation will be taken with PCC Common Land Officers to ensure they are compliant and suitable).

It is likely that after 2 years of not being cleared, or having vehicles use this section it will become an extended part of the rocky beach front that is already in place and totally unsuitable vehicles.

- **Activity Providers**

Activity Providers and Ice Cream Van will be based on the south end of the Car Park in the Lime Kiln area where they are currently.

- **Campers and Campervan**

The boulders in place would prevent campervans parking on the sea front.

## **New Upper Car Park Site**

- Operating hours 8am to 10pm
- Operating dates – 365days
- The site will be able to accommodate 190 vehicles
  
- **Car Park Hut**

The new site will have a modest car park attendants hut at the location between 1<sup>st</sup> April and 30<sup>th</sup> October (during the charging period)

- **Access in and out**

The new car park site will have a single entry/exist point for vehicles which PCC Highways are in support of. The entrance will allow vehicles to pull in clear of the highway prior to being directed to the parking space. A separate, gated pedestrian access can be created in the western hedge of the car park which will limit the distance that pedestrians would need to walk on the highway.

## **Traffic Management**

The area of greatest concern, potential danger and likely to cause the longest and most consistent traffic jams is the road (Hill) leading down to the beach from the junction to the Cwm.

Having the car park at the top of the hill, with access for all vehicles and drop off point at the bottom will cause issues.

The Hill will be faced with a constant flow of traffic down the hill to drop off with these vehicles going straight back up as others are coming down. Therefore, at peak times, there will be high volume of cars, vans and trailers travelling in opposite directions, which will be meeting on the hill, whilst pedestrians are also using it, causing jams and lack of space.

### **The proposal**

The Car Park operator to provide a shuttle service to and from the beach for persons and the facility to transfer craft and beach equipment. It is not proposed to charge users for this service. This service is to be reviewed after 5 years of the top site being opened.

### **Signage**

Signage is to be agreed with the Highway authority through the relevant licencing regime.

### **Logistics**

Residents seasonal passes to be issued by the car park operator and are to be issued to permanent residents of the Council Ward. The resident pass also allows free parking in the New Car Park. Process to be reviewed after 5 years

**Activity Providers Permits.**

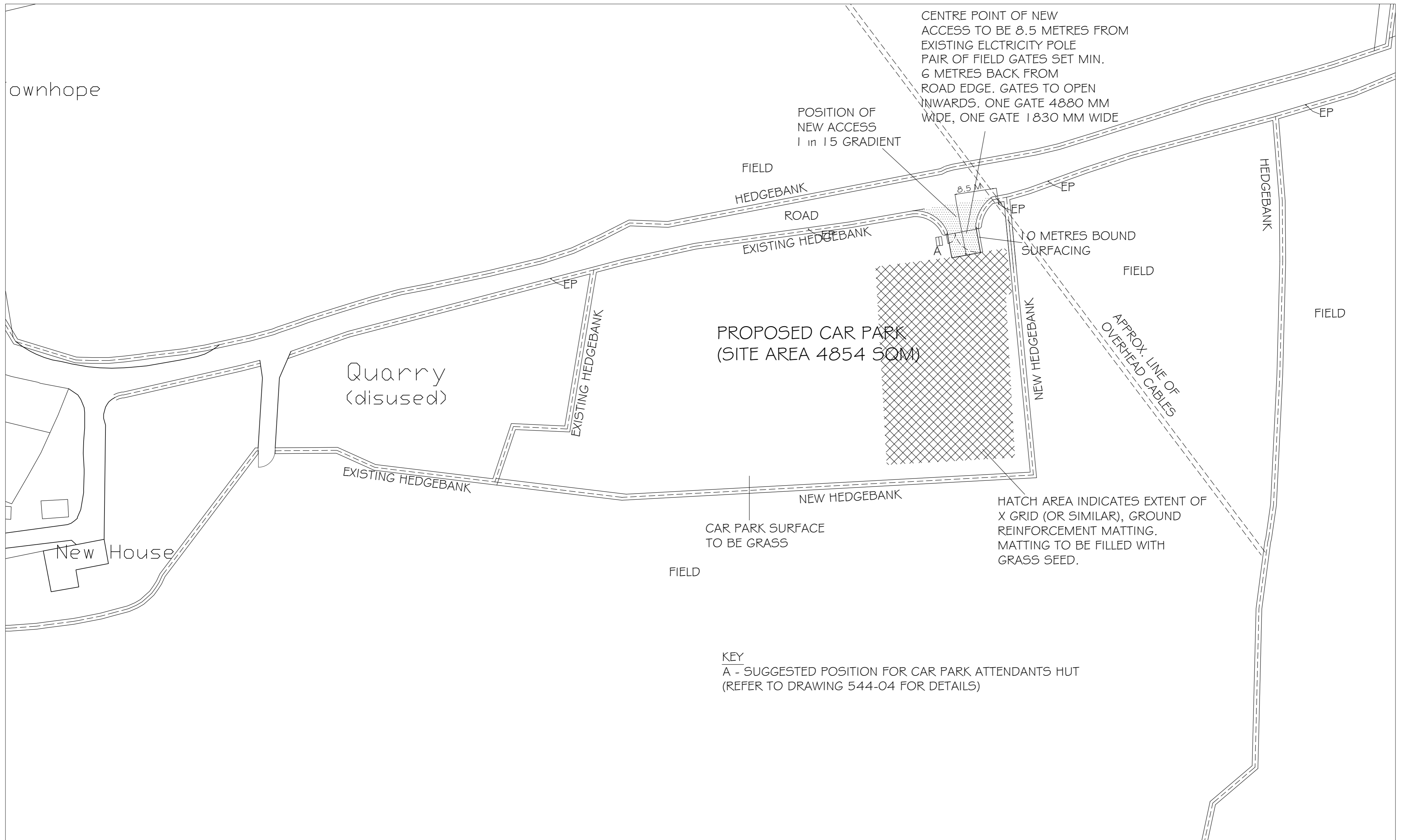
Activity providers who have a contract with the landowner can operate from the beach car park and are therefore entitled to permits that allow them access to the beach under the terms of their agreement with the landowner.

All other activity providers will have to use the new car park under the terms and conditions of the site.

**Ice Cream Van**

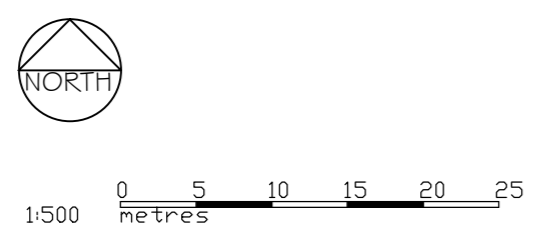
The Ice Cream van is authorised under a separate planning permission to operate from the beach car park, the holders of the contract with the landowner will be entitled to an access permit for their Ice Cream Van.





**KEY**  
A - SUGGESTED POSITION FOR CAR PARK ATTENDANTS HUT  
(REFER TO DRAWING 544-04 FOR DETAILS)

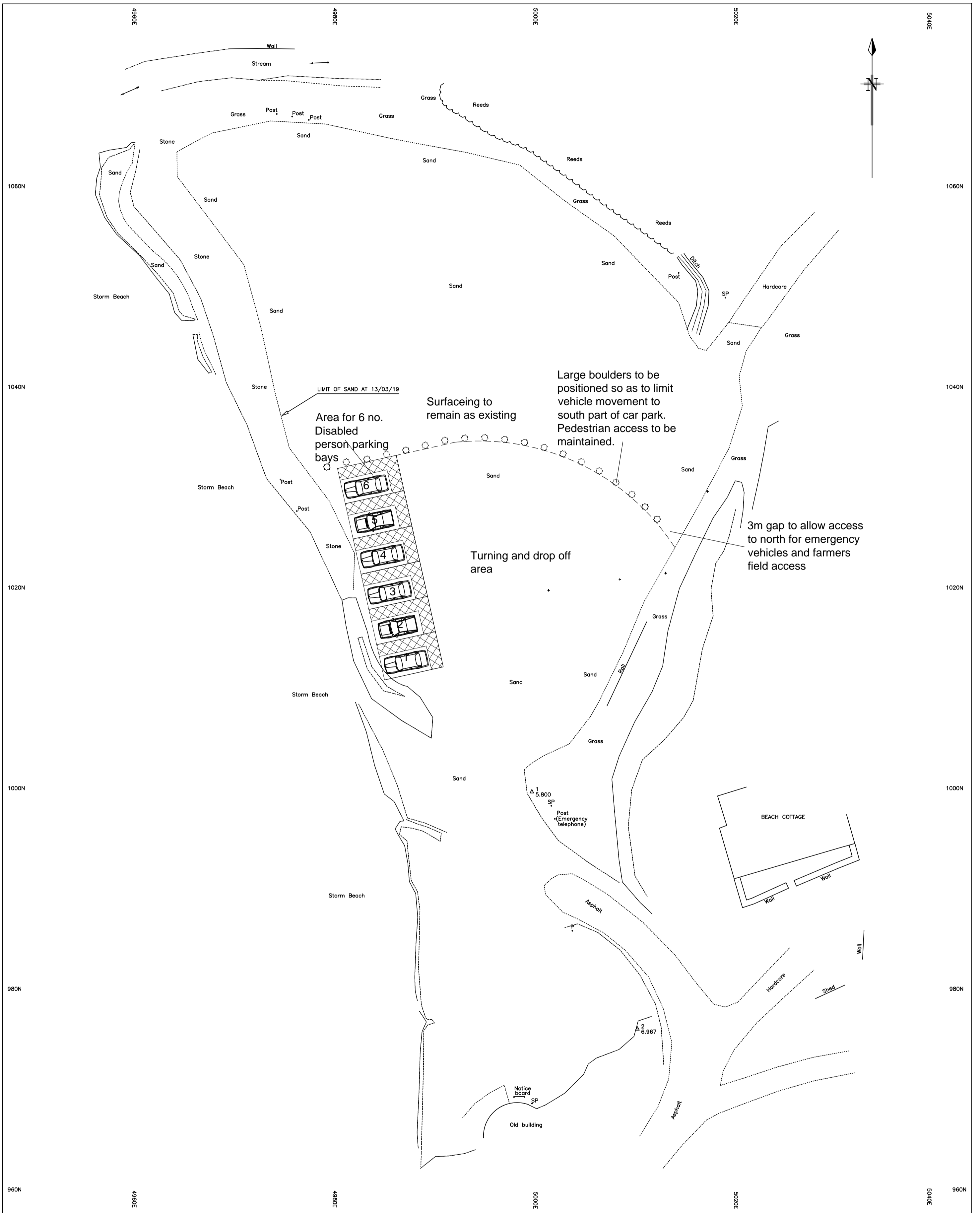
EP = ELECTRICITY POLE



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<b>PROJECT TITLE</b> ABEREIDDY CAR PARKS	<b>SCALE</b> 1:500 on A2	<b>DRAWING No.</b> 544/02
<b>DRAWING TITLE</b> PROPOSED SITE LAYOUT- (FIELD CAR PARK)	<b>DATE</b> 06.2020	<b>REVISION</b>



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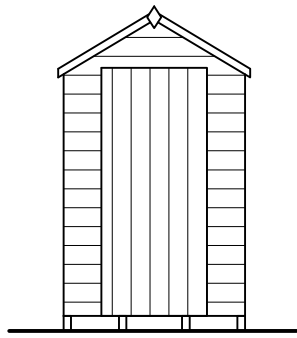
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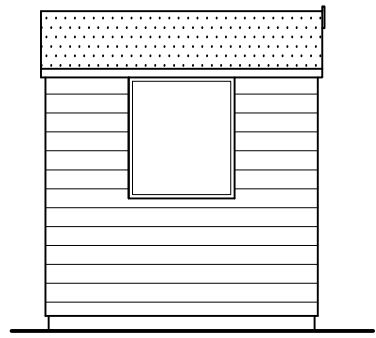
6 Caradoc Place, Haverfordwest, T 01437 776708 E info@ianbartlettplanning.co.uk  
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PROJECT TITLE ABEREIDDY CAR PARKS	SCALE 1:250 on A2	DRAWING No. 544/03
DRAWING TITLE PROPOSED SITE LAYOUT- LOWER (BEACH) CAR PARK	DATE 06.2020	REVISION

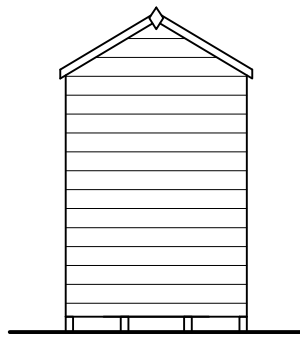
SCALE 1:250 on A2	DRAWING No. 544/03
DATE 06.2020	REVISION



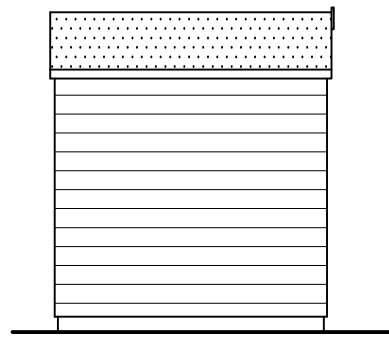
**SOUTH**



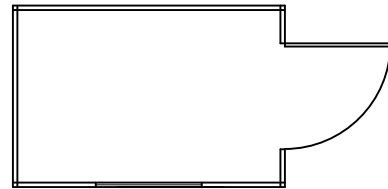
**WEST**



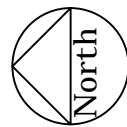
**NORTH**



**EAST**



**FLOOR PLAN**



EXTERNAL FINISHES  
ROOF - GREEN FELT  
WALLS/DOORS/WINDOW - TIMBER STAINED

1:50



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Planning  
Design  
Architecture

PROJECT TITLE ABEREIDDY CAR PARK

DRAWING TITLE PROPOSED CAR PARK ATTENDANTS HUT

SCALE  
1:50  
on A3

DRAWING No.  
544-04

DATE  
JUNE  
2020

REVISION