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**Application Ref: NP/14/0233**

<b>Application Type</b>	Full
<b>Grid Ref:</b>	SN11914621
<b>Applicant</b>	Mr P Godfrey
<b>Agent</b>	
<b>Proposal</b>	Concrete strips between Cwm Connell & Tre Rhys Farm including new passing places.
<b>Site Location</b>	Cwm Connell, Moylegrove, Cardigan, Pembrokeshire, SA43 3BX
<b>Case Officer</b>	Andrew Richards

**Summary**

The application site comprises the northern section of Bridleway 87/44 and is also used as a private vehicular access to the dwellings at Tycanol and Cwm Connell and by Tre-Rhys Farm to access fields from the bridleway. The current planning application proposes to improve access along this section of the bridleway from Tre-Rhys via Ty Canol to Cwm Connell. The existing surface of stone and earth is proposed to be replaced with concrete strips to the outside and a central strip of gravel. It is proposed that four passing places will be provided along this short section, together with seven full width concrete sections to provide turning for gateways onto the lane. New drainage has also been included just north of Cwm Connell.

During the processing of the application amended plans have been received which alter the specification of the proposed works to fully comply with the guidance issued by the British Horse Society and includes a minimum of 150mm depth of concrete type *RC 35/45 CEM1* to the strips and full width sections. The central strip is to have a grass/turf finish over soil and sub base of scalping's sized 25mm to 37.5mm. Additional drainage has been added to the fourth full width section from the north where a small stream crosses the lane and also details of the proposed re-alignment of a section of an existing hedgebank to provide a wider field access for modern agricultural machinery to turn from the narrow lane has been received.

The amended scheme is considered to have a siting, scale and detailed design which is considered to be acceptable in this instance. The design, appearance and location of the works will ensure that the special qualities of the National Park are maintained when viewed from the immediate and wider landscape. The proposal also ensures that the existing bridle way surface will be improved and maintained in compliance with British Horse Society guidance. As such, the proposal is considered to be acceptable in principle and subject to satisfactory consultation responses from the outstanding consultations can be supported by officers.

**Consultee Response**

**Nevern Community Council:** Objecting - on the grounds that it seeks to change a public footpath and bridleway to a vehicle access. Concerns also

raised on the proposed changes to the surface as concrete is slippery and dangerous for horses and the proposed loose section of compacted stone will cause serious problems with stones becoming impacted in horses hooves.

**St Dogmaels Paths Group:** Concern - raised with the proposed materials, size of the centre strip and drainage.

**PCNPA - Park Direction:** Supporting

**Access Officer:** Supporting - subject to a grass centre strip and specified concrete mix, depth and application to ensure health and safety of horse riders and additional drainage.

**British Horse Society - South West Wales:** Supporting - subject to a grass centre strip and specified concrete mix to ensure health and safety of horse riders.

**Natural Resources Wales:** No objection - subject to informative added to any consent issued

**PCC - Transportation & Environment:** No objection - on highway grounds.

**Tree and Landscape Officer:** Conditional Consent - to secure an Arboricultural Method Statement in addition to details of hedgebank removal and pre-development tree work

### **Public Response**

A site notice was posted in accordance with statutory requirements. One letter has been received during the required consultation period from the neighbour at Pen-Y-Graig who raises concerns on the possible increase in traffic along this section of track and the lack of passing places currently along the track. Officers have considered the issues raised in the main report below

### **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>

LDP Policy 01 - National Park Purposes and Duty

LDP Policy 07 - Countryside

LDP Policy 08 - Special Qualities

LDP Policy 10 - Local Sites of Nature Conservation or Geological Interest

LDP Policy 15 - Conservation of the Pembrokeshire Coast National Park

LDP Policy 29 - Sustainable Design

LDP Policy 30 - Amenity

LDP Policy 32 - Surface Water Drainage

LDP Policy 52 - Sustainable Transport

LDP Policy 53 - Impacts on traffic

PPW6 Chapter 03 - Making and Enforcing Planning Decisions

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PPW6 Chapter 04 - Planning for Sustainability

PPW6 Chapter 07 - Economic Development

PPW6 Chapter 08 - Transport

PPW6 Chapter 12 - Infrastructure and Services

PPW6 Chapter 13 - Minimising and Managing Environmental Risks and Pollution

SPG05 - Sustainable Design

SPG06 - Landscape

TAN 06 - Planning for Sustainable Rural Communities

TAN 12 - Design

TAN 15 - Development and Flood Risk

TAN 18 - Transport

### **Officer's Appraisal**

#### **Background and History**

The application site comprises the northern section of Bridleway 87/44 and is also used as a private vehicular access to the dwellings at Ty canal and Cwm Connell and by Tre-Rhys Farm to access fields from the bridleway.

The current application has resulted from two pre-application enquires in 2011 & 2014 and generally accords with the advice subsequently provided by the National Park Authority.

#### **Constraints**

Special Area of Conservation – within 500m

LDP Mineral Safeguard

Rights of Way Inland – within 50m

Rights of Way Coast Path – within 10m

Recreational character Areas

#### **Current Proposal**

The current planning application proposes to alter the vehicular traffic flow to run along the north section of the bridleway instead, from Tre-Rhys via Ty Canal to Cwm Connell. The existing surface of stone and earth is proposed to be replaced with concrete strips to the outside and a central strip of gravel. It is proposed that four passing places will be provided along this 370m improved section, together with seven full width concrete sections to provide turning for gateways onto the lane. New drainage has also been included just north of Cwm Connell.

During the processing of the application amended plans have been received which alter the specification of the proposed works to fully comply with the guideline issued by the British Horse Society and include a minimum of 150mm depth of concrete type *RC 35/45 CEM1* to the strips and full width sections. The central strip is to have a grass/turf finish over soil and sub base of scalping's sized 25mm to 37.5mm. Additional drainage has been added to

the fourth full width section from the north where a small stream crosses the lane and also details of the proposed re-alignment of a section of an existing hedgebank to provide a wider field access for modern agricultural machinery to turn from the narrow lane has been received.

### **Key Issues**

The application raises the following planning matters:-

- Policy, Principle of Development and Impact on National Park
- Siting and Sustainable Design
- Amenity
- Vehicular and Horse Rider Access
- Landscaping
- Land Drainage

#### *Policy, Principle of Development and Impact on National Park:*

The site lies within the Countryside as defined by the Local Development Plan (LDP) and the proposal to replace alter and improve the existing bridle way access together with associated passing places is considered to be acceptable in principle and will not have an adverse impact on this area of the National Park. The proposal is also considered to meet the policies set out in the Local Development Plan.

#### *Siting and Sustainable Design:*

The amended proposal to alter and improve the existing bridle way together with associated works to widen a field access are considered to be suitably sited in this instance and in a design which conforms to the latest available guidance from the British Horse Society. The proposed materials within the centre strip are considered to be the most appropriate with a mixture of turf and a sub base of scalping's to support the use by horses and considered to be able to withstand the passage of livestock movements along the lane. The width of the central grass strip being 900mm wide is also considered to be acceptable. The proposed concrete strips and full sections will have a minimum depth of 150mm and also be provided using a concrete mix of RC 35/45 CEM1 as specified within British Horse Society guidance (2013). This will be laid without added water to ensure that the surface will not polish and provide a safe surface, where full width areas are proposed additional steel re-enforcement will be added to strengthen these areas due to the heavy point loading of agricultural vehicles turning into the adjacent fields.

#### *Amenity:*

Given the nature of the current proposal and the fact that the applicant controls Cwm Connell and Ty Canol, it is not considered that the proposed scheme of works will have an adverse impact on the amenity of neighbouring properties.

#### *Vehicular and Horse Rider Access:*

The proposal to provide two hardened tyre tracks and retain a central reservation for horse riders conforms with current British Horse Society guidance (2013) relating to the surfacing of bridleways. It is a common solution to providing improved access for vehicles along bridleways with a

## Item 5 - Report on Planning Applications

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number of precedents elsewhere in the National Park. The proposed scheme would effectively deliver an improved riding surface of turf where there is now a variable and uneven bridleway surface of stone and earth. The surface improvements and designated passing places along this route are considered to be a positive approach and will greatly reduce vehicular traffic on the lengthy southern section of the bridleway to the benefit of walkers and horse riders.

Vehicular traffic already uses the northern section of bridleway between Tre-Rhys and Cwm Connell – notably the residents of Ty Cañol, Cwm Connell to access their dwellings and Tre-Rhys farm to access their fields along the bridleway. It is unclear whether traffic to the tourist accommodation at Cwm Connell also uses this route however; the Authority has had no complaints from bridleway users to date with regard to existing levels of vehicular use along this bridleway.

### *Landscaping:*

Proposed landscaping includes the removal and re-alignment of a section of traditional Pembrokeshire hedgebank to facilitate improved access into a field together with hedge bank management to ensure adequate space for the proposed passing places. The enlargement of the existing field access and re-alignment is considered to be acceptable in this instance subject to any new sections of hedge bank being constructed to follow traditional Pembrokeshire hedgebank detail by way of planning condition. An Arboricultural Method Statement has also now been received and any comments from the Authority's Tree and Landscape Officer will be reported verbally at the meeting.

### *Land Drainage:*

It is noted that underground drainage is proposed to be installed near Cwm Connell and further north along the lane where a small stream crosses. Policy 29 of the LDP requires all development proposals to be well designed in terms of water and drainage (criterion 'h'), policy 32 requires development proposals to incorporate sustainable drainage systems for the disposal of surface water. Natural Resources Wales has been consulted and does not object to the original plans and has been re-consulted on the additional drainage works where the small stream crosses the lane. No further consultation response has been received to date and a further verbal report will be given to members at committee.

### **Conclusion**

The amended scheme is considered to have a siting, scale and detailed design which is considered to be acceptable in this instance. The design, appearance and location of the works will ensure that the special qualities of the National Park are maintained when viewed from the immediate and wider landscape. The proposal also ensures that the existing bridle way surface will be improved and maintained in compliance with British Horse Society guidance. As such, the proposal is considered to be acceptable in principle and subject to satisfactory consultation responses from the outstanding consultations can be supported by officers.

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**Recommendation**

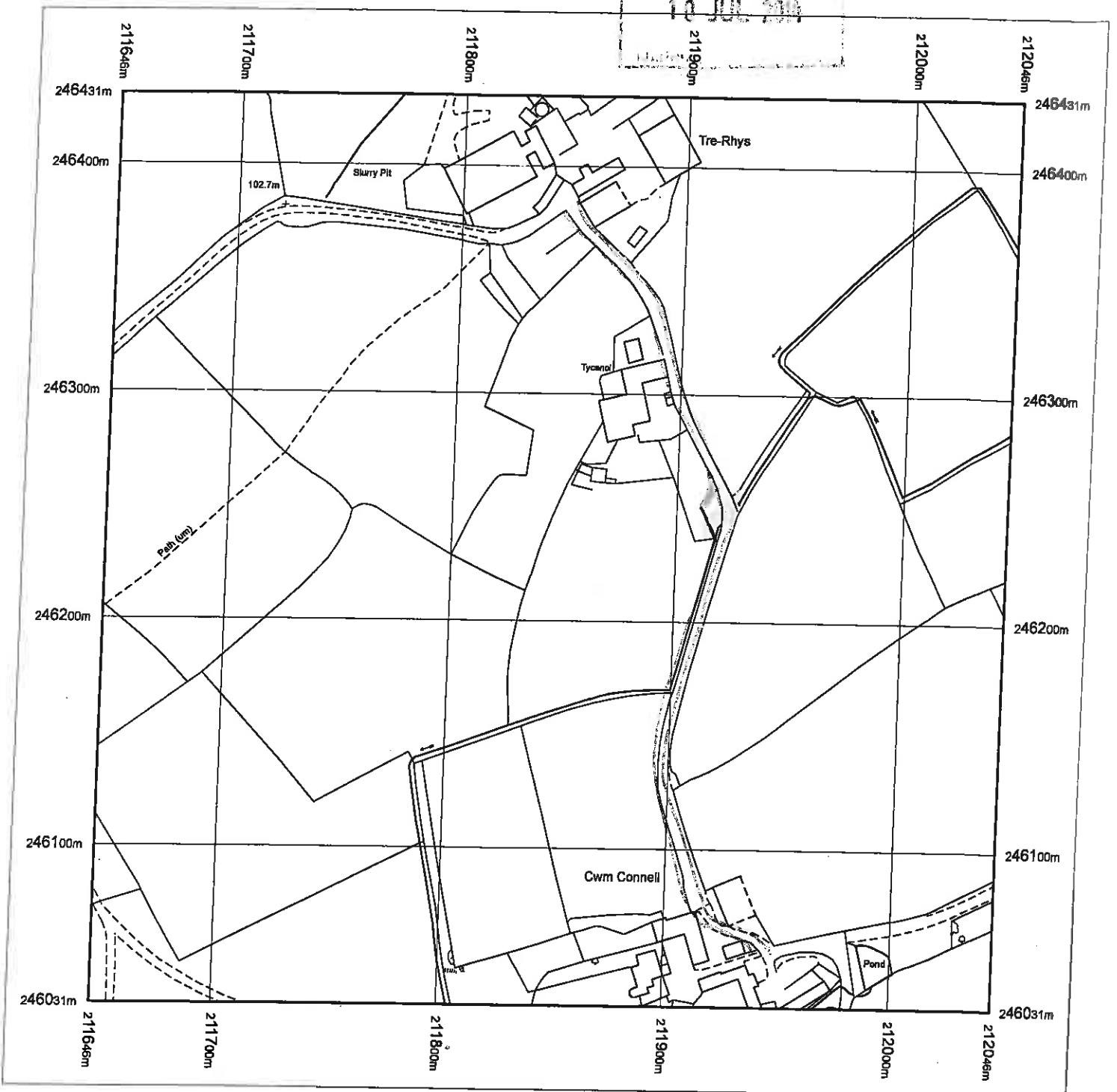
That the application be delegated to the Head of Development Management to issue conditional consent on receipt of satisfactory consultation responses.

Conditions to control following matters:

- Development to be implemented within 5 years
- In accordance with the approved drawings
- Landscaping/Pembrokeshire Hedge Bank detail
- Any additional relevant conditions suggested by outstanding consultations



10 JUL 2011



④

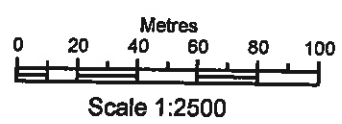
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-  Concrete strips
-  STEEL PIPE UNDERLANE
-  SECTION OF BANK (APPROX 6 FT) TO BE RE-BUILT INTO FIELD TO FACILITATE A DOUBLE WIDTH GATEWAY
-  Double Gates = access to field for Agricultural Equipment

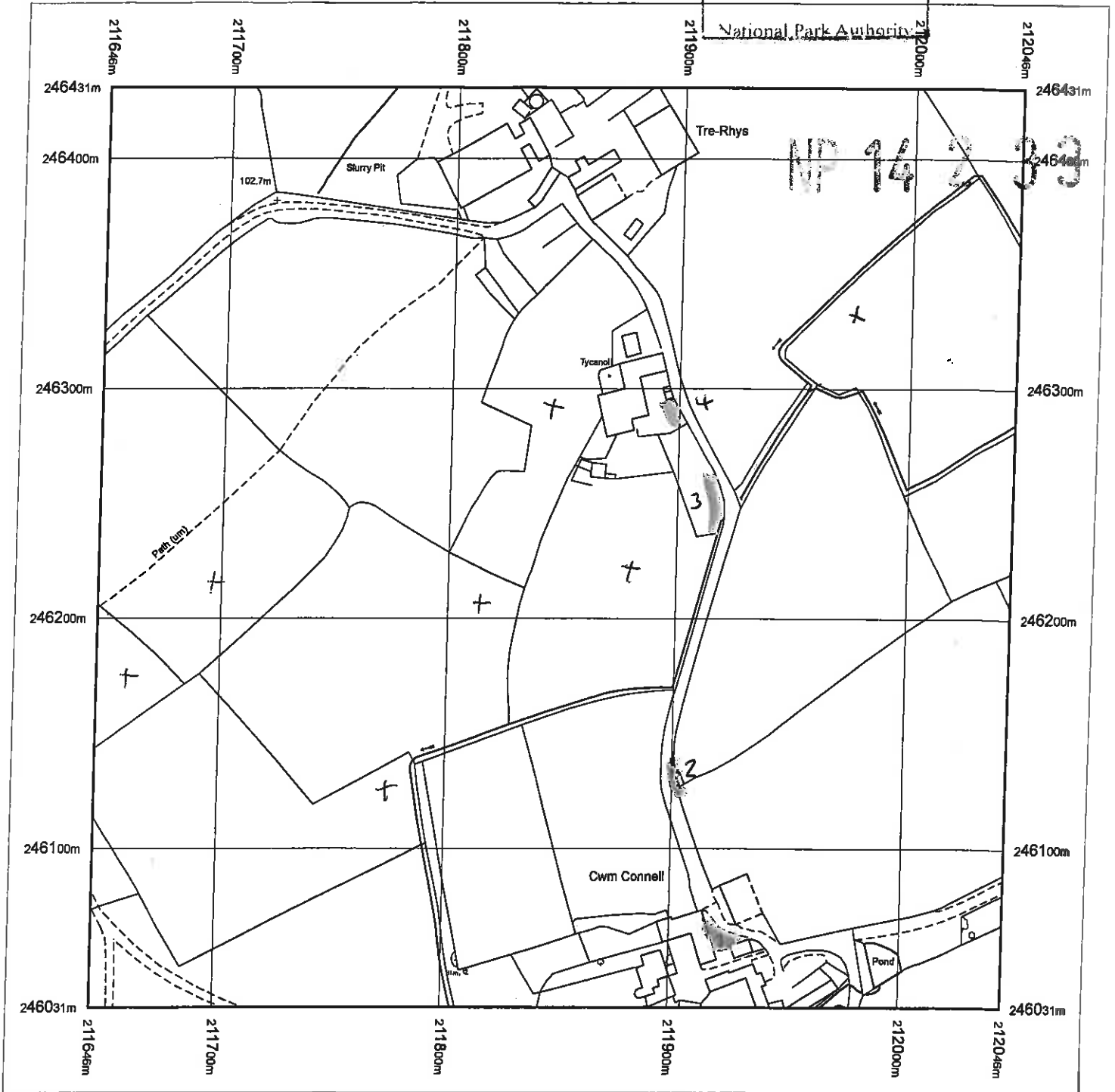


PROPOSED PASSING PLACES

Pembrokeshire Coast

25 APR 2014

National Park Authority



②

- 1) GRAVEL ON FLAT GROUND CURVED BY CWM CONNELL (CURRENTLY GRASS)
- 2) GATEWAY TO FIELD
- 3) ENLARGED OPENING TO FIELD AT TY CANOL
- 4) CAR PARK AT TY CANOL

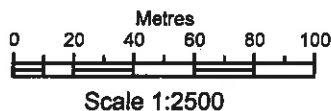
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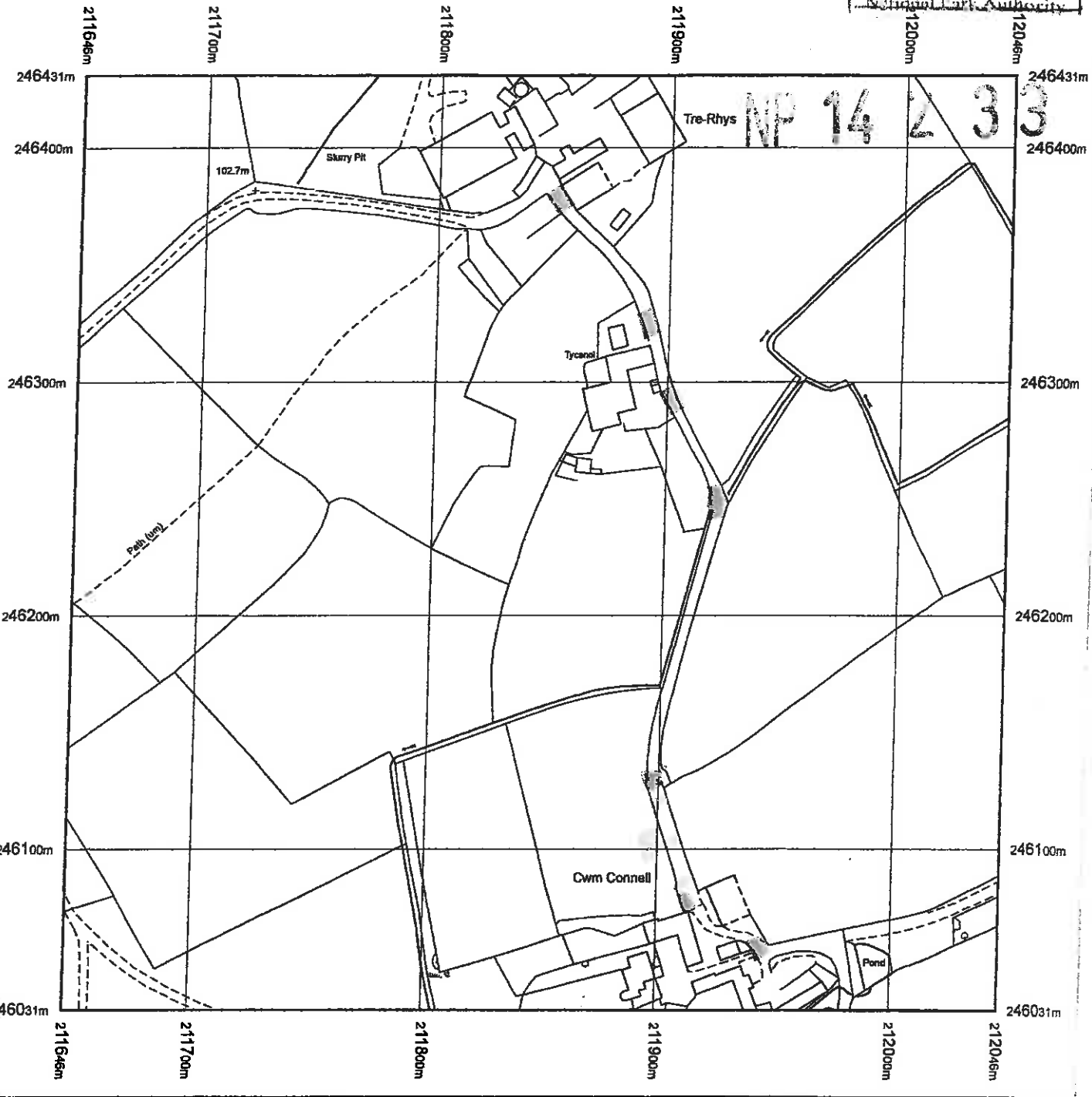




25 APR 2014

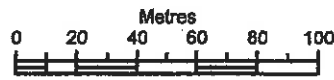
*PROPOSED AREAS OF FULL WIDTH CONCRETE*

National Park Authority



3

\* THE CONCRETE WILL ONLY BE FULL WIDTH AT GATEWAYS IN ORDER TO ENSURE VEHICLES CAN TURN IN AND OUT OF FIELDS EASILY.



Scale 1:2500

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UNDER LANE DRAINAGE LEADING TO A SOAKAWAY ON CWM CONNELL LAND TO BE LANDSCAPED BACK TO PADDOCK STYLE

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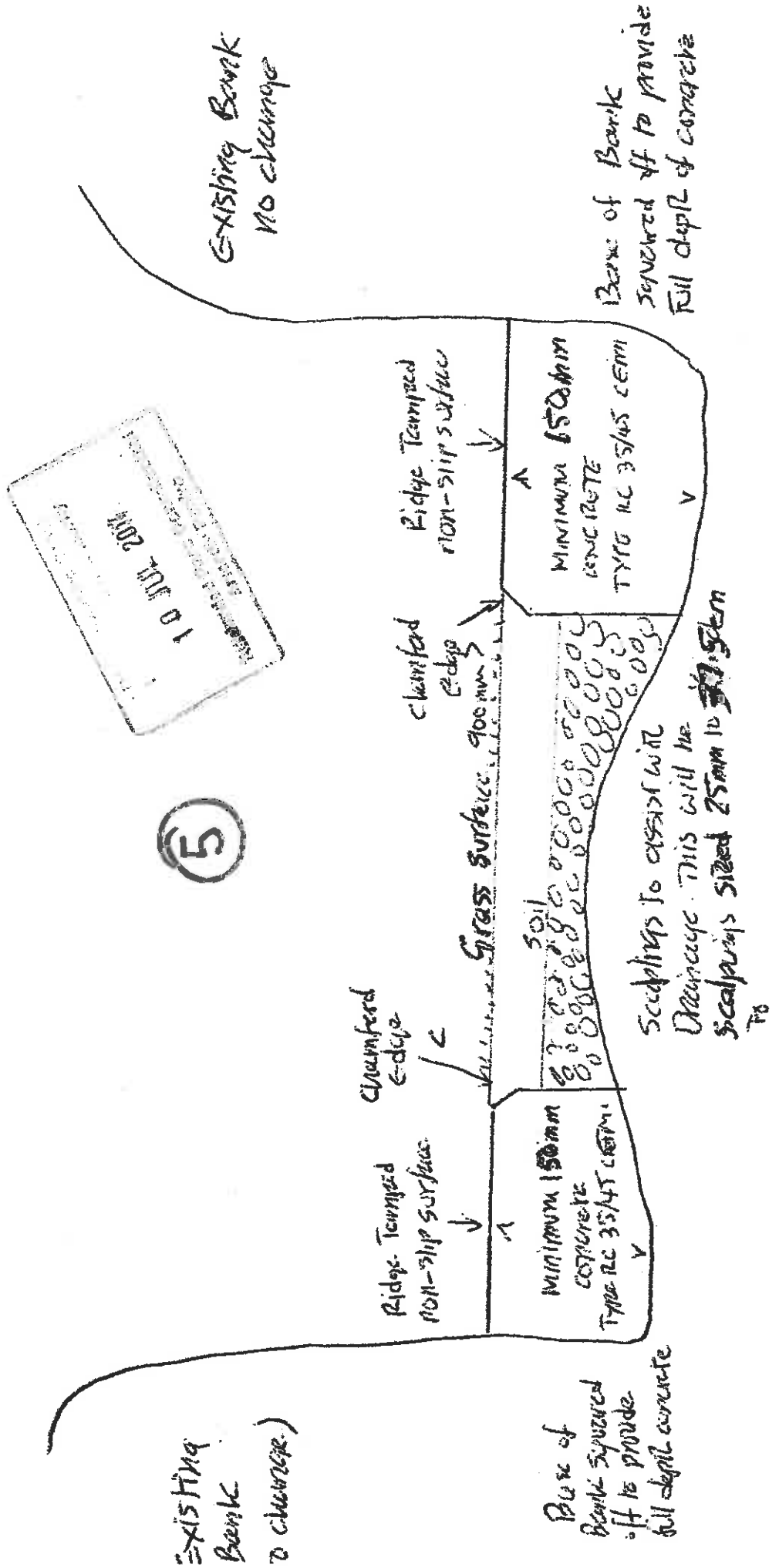
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APPROVED ON 7th JULY 2014

THE PROPOSED GROUND WORKS HAVE BEEN REVISED IN ORDER TO FULLY COMPLY WITH THE GUIDELINES ISSUED BY THE BRITISH HORSE SOCIETY IN REGARD TO WORKS ON BRIDLEWAYS & SURFACES SUITABLE FOR HORSES.



CAR PASSING SPOT NO.1 - CWM CONNELL

Item e)

NF 14 7 33



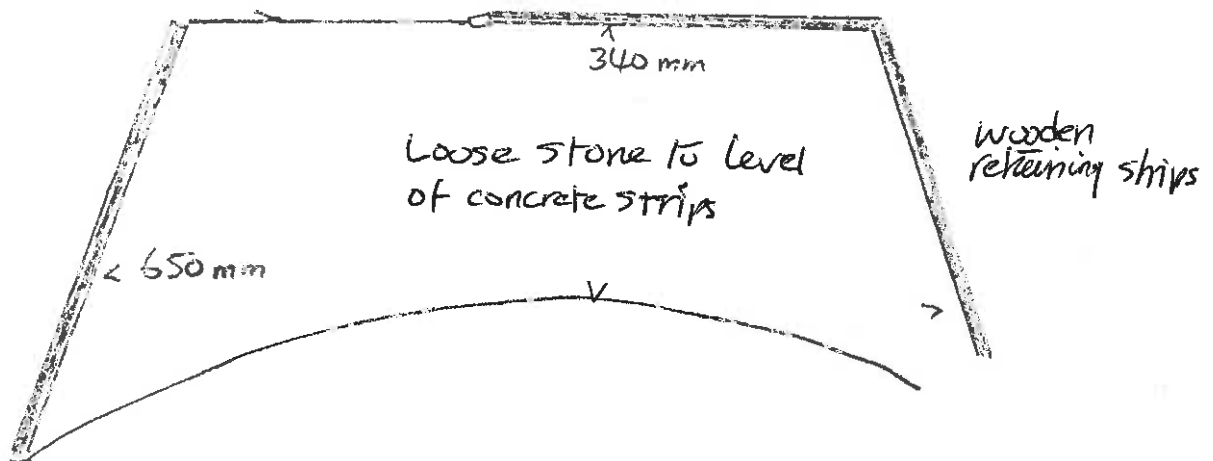
PLAN VIEW

⑥

Pembrokeshire Coast

25 APR 2014

National Park Authority



This provides a significant size passing space with good views up the lane and easy on and off access.

PASSING PLACE NO. 2

NP 14.12.14 Item e)

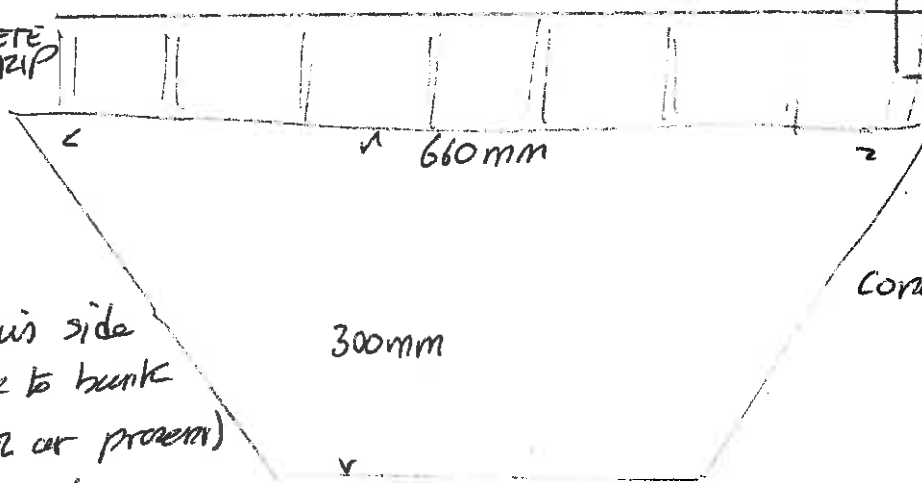


PLAN VIEW ⑦

25 APR 2014

National Park Authority

CONCRETE STRIP



Bushes on this side  
to be cut back to bank  
approx 1m growth or pruned  
to ease turn in/out.

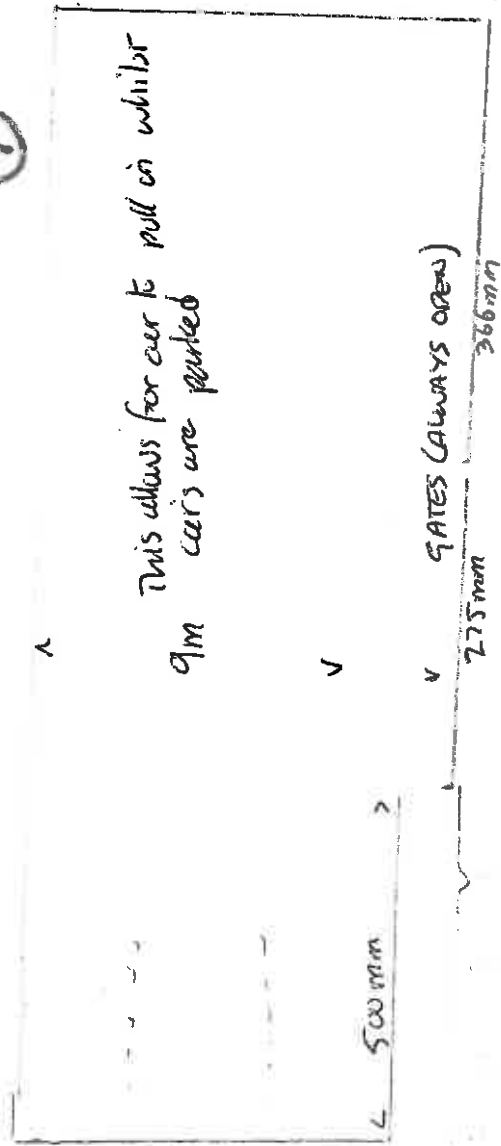
PARKING PLACE NO. 4 TY CANOE CAR PARK



Room for  
3 cars on →  
side & 2 more  
on front.  
= 5 cars for 1  
house

⑨

PLAN VIEW

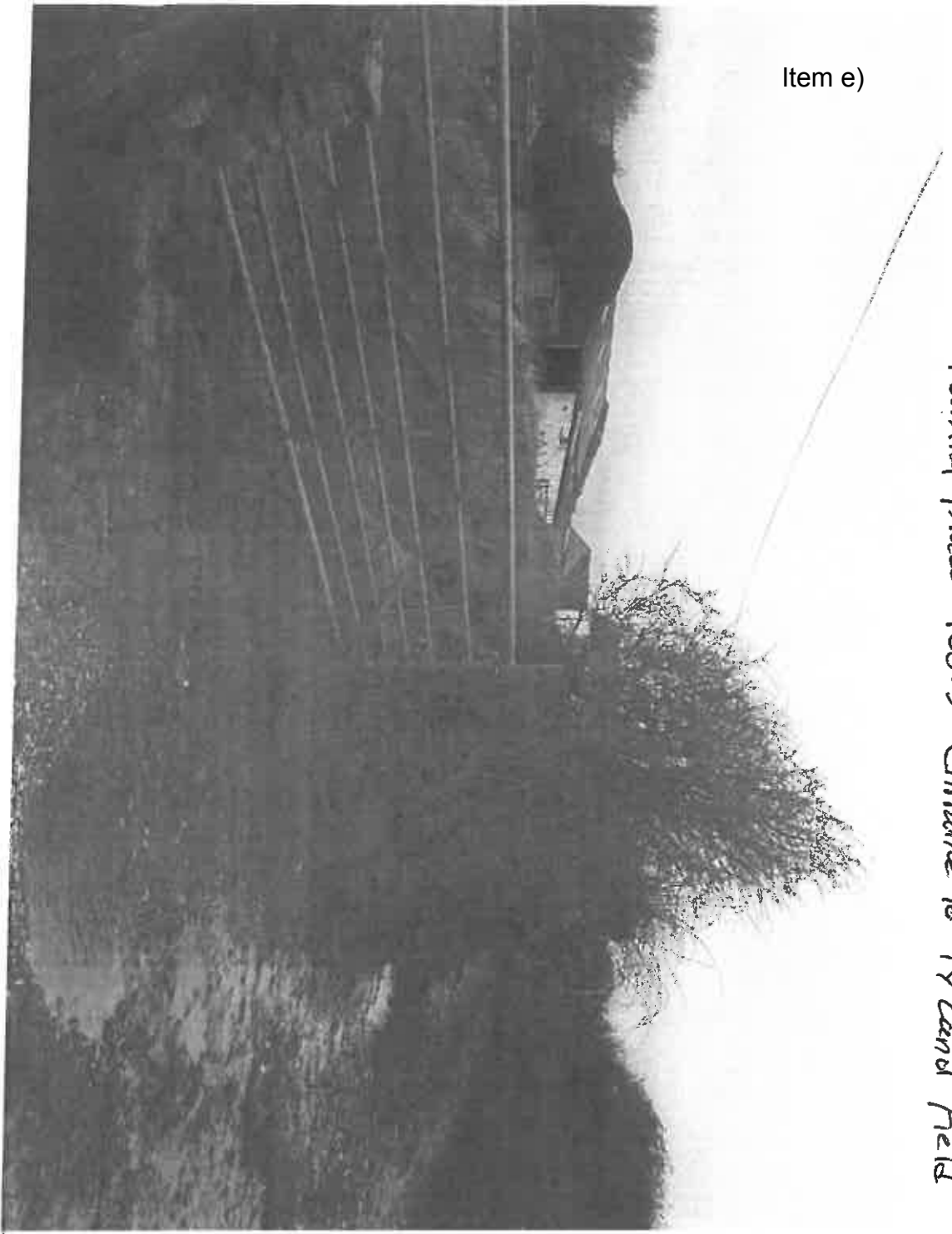


Total car park area = 104 m<sup>2</sup>

Plenty of parking space and plenty of room for cars to pull in/out.

5 APR 2014  
National Park Authority

Passing place No.3. Enhance to Ty Canal Field



National Park Authority  
25 APR 2014  
Pembrokeshire Coast

PROPOSED NEW LAYOUT. ⑧

GATES WILL BE ANGLED / SET BACK BY MOVING PEMBROKESHIRE BANK BACK INTO FIELD AND REBUILDING IT. THIS WILL ENHANCE ACCESS TO THE FIELD FOR FARM EQUIPMENT AND PROVIDE A PASSING SPOT. THE LANE IS VERY WIDE AT THIS POINT AND CONCRETE IN OPPOSITE GATEWAY PROVIDES AMPLE PASSING SPACE.

