

## **DESIGN AND ACCESS STATEMENT – REV A**

**Upgrading the existing public car park –  
Broad Haven, Pembrokeshire.**

**FOR PEMBROKESHIRE COAST NATIONAL PARK AUTHORITY**

**August 2019**

## **PLANNING APPLICATION DESIGN AND ACCESS STATEMENT**

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## 1.0 STATEMENT DESCRIBING THE PROPOSAL

This design statement is written in support of a planning application for the upgrading of the existing car parking facility at Broad Haven, Pembrokeshire for Pembrokeshire Coast National Park Authority.

In the spirit of the WAG document 'Interim guidance on design and access statements', (2009), this document is intended to be a living access statement and developed as the scheme develops. It is therefore intended that more detailed aspects of the access statement will therefore 'grow' with the various stages of development.

### 1.1 SITE ANALYSIS

#### Location

The existing car park is located at the Northern edge of the village of Broad Haven. It sits between the western coastal road that leads out of the village towards Nolton and the B4347 principal access road to the village.

In terms of character the site can be divided into two areas. The Western part of the site is open gently sloping and for the most part is grassed. Within this area there is a tarmac foot path leading to the coastal road. This area possesses wide ranging views over the coastline. A public toilet block is located in this area set back against the boundary to the gardens of properties located on the B4347 principal access road to the village.

The Southern end of the site is a vast area of poor quality tarmac currently used for car parking. The space is divided by two large grasses banks with little to denote and define the parking bays.

There are a number of public rights of way running through the site. Access to both the Coast Guard facility and the Youth Hostel are located along the North boundary of the site.

#### History

The site has been used as a parking facility for more than 20 years.

#### Local physical context

Broad Haven is a delightful bay and village on the coast road that runs between Little Haven and St. Davids, and is very popular with tourists and locals wishing to enjoy the coast and the coastal footpath. The village consists mainly of residential properties, with a public house, shop, school and caravan sites providing facilities for residents and visitors alike.

### **Social and economic context of the site**

The car park is adjacent to local shops and businesses, and is used all year around. This site is a popular parking facility and is in need of upgrading, in order to provide improved parking layout, disabled parking and to introduce electric vehicle charging points.

### **Relevant planning history**

There is no relevant planning history for this site.

### **Existing access**

There are two points of access to the car park from the public highway. The main access route is located from the B4347 principal access road to the village, with the second access point from the Western coastal road.

### **Drainage and watercourses**

There are no known watercourses passing through the site. There is a sewerage treatment pumping station located in the western part of the site that serves local residences. This pumping station is attached to the existing WC building.

### **Services**

There are currently mains water, electric and private sewerage services on site as well as the existing parking machines and a telephone box.

## **1.2 DEVELOPMENT OBJECTIVES**

### **Use**

The proposal is to upgrade the parking facility to provide a higher standard of offer to the tourism industry and local population. In order to achieve this, it is proposed that the overall parking density is reduced and safe pedestrian routes throughout the site are created. A boat / overflow parking area is also proposed.

Our proposal is that the site is upgraded to provide 123 car parking spaces, nine of which will be disabled parking spaces (exceeds Department for Transport guidelines of 6%) and two being electric vehicle charging points.

The existing WC building (PCC) & DCWW pumping station will be clad with vertical timber boards to improve the appearance of the dated exterior. New pedestrian access paths, and picnic tables will be provided throughout the site, and a new sun shelter will be located near a new children's play area.

## 2.0 DESIGN & CHARACTER

### Vision

The vision for this scheme is to upgrade an existing car park to provide an attractive well-integrated community and tourism offer in a sensitive coastal location that will provide a family friendly, inclusive and safe parking environment.

### Layout

The concept for the proposed site layout is to provide a safe environment for vehicles and pedestrians, keeping vehicular traffic and pedestrian walkways as detached as possible to reduce the potential conflict between different users.

A main tarmac vehicular circulation route will form a two way route around the site providing access to all parking bays. Parking bays will be located on a supported gravel base allowing excellent surface water run-off. Disabled bays will be on tarmac.

Between each parking bay will be compacted gravel raised pedestrian access paths. Each path will lead to the main pedestrian route that runs through the site towards the beach.

Planted hedge banks will be used throughout the site to visually hide the parked cars and provide areas for natural habitats to thrive.

A boat storage / overflow parking facility will also be provided. This area will be located to the South east of the site and will be a supported grassed surface surrounded by planted hedging.

### Ecology

An Ecology Survey has been commissioned for the site. The report states that no evidence of protected species was found on the site. It also states that the small toilet block is of very low bat potential so no further surveys have been recommended in this instance.

Other than the new timber cladding is proposed to the existing toilet block & DCWW pumping station on the western part of the site, no works are proposed to the building itself.

### Landscape

The western boundary lies adjacent to the western coastal road, and to the Wales Coastal Path. The site is approximately level at this point with the path level.

The current pedestrian access point to the western site boundary is unsafe. This proposal includes modification to the existing boundary wall which will improve the visibility of both pedestrians and vehicular traffic.

All trees and bushes will be retained, and native wild grass and flowers planted.

A tree report has been commissioned and accompanies this application.

It is proposed that the main circulation routes through the site are finished in tarmac, but the local paths to the parking area will be laid in compacted gravel to match the parking bays. The parking areas will be in gravel laid within a supported (Perfo) base.

### **Drainage**

All surface water will be drained through the gravel parking bays. Please refer to SUD engineering drawings for details.

### **Social and economic effects**

The upgrading of this car park facility will provide a much enhanced community facility, and will help support the local tourism industry by offering a more modern and inclusive public car parking site.

### **Constraints and how conflicting demands have been considered**

The principle constraint of the site is the conflict between pedestrians and vehicles. In order to address this, and where possible, the improved routes have been kept separate and screened from one another.

### **Materials to be used**

Vehicular routes and principal pedestrian routes will be tarmac, and the access paths to the car parking areas will be compacted gravel. The access paths to disabled bays will be tarmac.

## **2.1 ENVIRONMENTAL SUSTAINABILITY**

### **Principles of sustainability**

The Authority's purposes are to conserve the National Park, encourage the public to enjoy and understand it, and foster the social and economic well-being of local communities. We seek to undertake these duties in accordance with the Well-being of Future Generations [Wales] Act 2015 and the sustainable development principle, which means that we will "act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs."

In accordance with this, the importance of adopting the energy hierarchy has been considered in development of the design. Bearing in mind the use of the site, the main objective is to *reduce energy demand*. To achieve this, electric vehicle charging points will be provided, and dedicated cycle locking facilities will also be provided.

## 2.2 COMMUNITY SAFETY

### **Designing for community safety**

The car park is close to businesses and to residential properties, and has an open aspect from the public highway. There will, therefore, be some mutual natural surveillance across the site as the existing neighbouring houses and shops face onto the much of the site.

The on-going activity, management and maintenance of the car park will assist in discouraging crime by creating a sense of ownership and respect for the facility.

## 2.3 MOVEMENT TO, FROM AND WITHIN THE DEVELOPMENT

The main access will be via the existing main entrance (the eastern access point), which is both the entrance and exit to and from the site. No alteration to the main access is proposed, and this remains in accordance with required standards.

Within the car park, the vehicular route though the site will have a tarmac finish applied to it; and the clearer surface markings and finishes will improve the flow for users.

### **Vehicular and transport links**

In the wider setting, the car park is close to links to the local public transport network. A bus service connects Broad Haven with Haverfordwest, where the nearest train station offering direct routes through South Wales is located.

### **Cycling & Pedestrian links**

The National Cycle Network passes alongside the site part of the Sustrans Network of cycle routes. The Wales Coast Path runs to adjacent to the western boundary.



### **3.0 ACCESSIBILITY**

#### **Accessibility and Inclusive design - the approach to access**

The new layout has been designed to be more inclusive for all users. Disabled parking bays have been located at the end of each parking row sited on hard standing, with Tarmac paths to clearly link disabled bays to the site facilities. Accessible interpretation and picnic tables will be provided.

#### **Maintenance**

Regular and thorough maintenance is an important aspect of managing such car park sites, and providing a pleasant space and facility in which to access the surrounding coastal environment is important to the Authority. Inspections will be carried out at regular intervals to ensure the routes within the development remain in a suitable condition to provide good access and movement to, from and within the site.

### **4.0 PLANNING POLICY CONTEXT**

#### **4.1 POLICY CONTEXT**

Broad Haven is designated as a Rural Centre in the Pembrokeshire Coast National Park Local Development Plan (adopted 2010), where the policy requires the Centre's range of facilities to be both protected and enhanced.

Within the National Park, developments must protect the Special Qualities of the Park (Policy 8), ensure the conservation of the National Park (Policy 15) and be appropriate to the amenity of the site and setting (Policy 30). The improvement of the car park is considered to be of a design and layout which would not harm the identity and character of Broad Haven; would not result in an insensitive form of development, nor would be considered to intensify the use of the site. The reduction in density and wider range of parking facilities would ensure that the amenity of users would be improved.

### **5.0 CONSULTATIONS**

It is proposed that consultations will be held with the following stakeholders;

- Coal Authority
- Ecologist at Pembrokeshire County Council
- Welsh Water
- Natural Resources Wales
- The Authority's Tree and Landscape Officer
- The Highways Authority
- Local Councillors
- The Havens Community Council
- The Authority's Development Management and Park Direction sections
- Residents