

Item 5 - Report on Planning Applications

Application Ref: NP/14/0445

Application Type	Full
Grid Ref:	SN13650468
Applicant	Mr M Davies, Harbour Commissioners
Agent	Mr D Morgan, David Morgan Architect
Proposal	Construction of new slipway from harbour area to beach, installation of two/three tier dry racking system for boat storage on harbour, installation of inner harbour landing pontoon and access bridge, installation of decking over sluice, Demolition of Jones and Teague Buildings
Site Location	Saundersfoot Harbour, Saundersfoot, Pembrokeshire
Case Officer	Liam Jones

Summary

This application has been reported to the Development Management Committee at the discretion of the Director of Park Direction and Planning as an application of local interest and importance.

The application proposes the construction of a new commercial slipway leading from the harbour area to the beach, installation of a two/three tier dry racking system for boat storage on the harbour, installation of inner harbour landing pontoon and access bridge, installation of decking over sluice and demolition of Jones and Teague buildings.

Following consideration of the policies contained within the Local Development Plan and National Planning Policy in the form of Planning Policy Wales (Edition 7, July 2014) and having regard to all material considerations it is considered that the development offers an opportunity to improve the quality of the environment at Saundersfoot Harbour. The development will be in keeping with the aims of the LDP in that the development will conserve and enhance the existing character of the harbour and contribute positively to ensuring the long term viability of the harbour. As such, and subject to a schedule of suitable conditions to control the development and finishes, the development is acceptable and complies with the requirements of policies 1, 4, 8, 9, 11, 15, 17, 18, 29, 30, 31, 32, 52 and 53 of the Local Development Plan.

Consultee Response

Saundersfoot Community Council: No objection

Natural Resources Wales: We would offer no objection to the proposed development, however there are a number of points of clarification required and we also request that a meeting is convened with the developer to discuss the geological interest of the site. Please note, in addition to any planning permission granted, the applicant must also apply to NRW for a marine licence. Conditions are requested to include a condition to require that maintenance and operating procedures are put in place for the flood gate and

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a condition requiring a pollution prevention management plan detailing all necessary pollution prevention measures for the construction phase.

Welsh Water: No response received

PCC - Transportation & Environment: No objection

PCC - Planning Ecologist: No objection

PCC – Access Officer: No objection - comments

The Coal Authority: No objection – only a very small part of the access route to the proposed new development falls within the defined Development High Risk Area. Therefore we do not consider that a Coal Mining Risk Assessment is necessary for this proposal.

Dyfed Archaeological Trust: Recommend that an archaeological appraisal is commissioned by the applicant and its information provided to your Authority before determination of this application. This will ensure members are fully informed about the impact of the development on the historic environment.

Public Response

The application was advertised by a site notice displayed at the site on 16 September 2014 in addition to letters forwarded to neighbouring occupiers. The application was also advertised in the local press (Pembrokeshire Herald) on 12 September 2014 as development within a Conservation Area.

Following consultation 1 No. letter of objection has been received to the application.

The objection is made on the following grounds:

1. *The sluice is an important part of Saundersfoot Harbour's heritage which should never be covered up or changed, but left as it is for everyone to appreciate. Locals and Visitors find it of interest in all its aspects. They can see mudbanks, an incoming freshwater stream, water coming in and going out with the tide. Generations of people have watched these things.*
2. *What might happen to crabs, worms, molluscs and various kinds of sizes of fish? What about Rock Pipits, Black headed gulls, herring, gulls, cormorants and ducks who all use this area? Has any ecological impact assessment been done?*
3. *Lots of adults as well as children spend hours catching small crabs (and putting them back). Many children are brought by parents and grandparents who did the same thing when they were young. Even couples in their 20s and 30s come crabbing every summer. This is precisely the kind of activity the National Park wants to encourage.*
4. *All the features described in 1), 2) and 3) result in the basin wall being the scene of a social event for many weeks of the year. This is a vital aspect of Saundersfoot as many people know it.*

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We understand the applicants proposed to use decking (how ugly!) for marine heritage exhibitions (which would be better done in the old Coal Office), for more boat storage, for 'open air-events' and a representation of a 'previous working boat'. This would not be exhibiting heritage, but covering it up! What is proposed would be vandalism.

Policies considered

Please note that these policies can be viewed on the Policies page Pembrokehire Coast National Park website - <http://www.pembrokeshirecoast.org.uk/default.asp?PID=549>

LDP Policy 01 - National Park Purposes and Duty
 LDP Policy 04 - Saundersfoot Local Centre
 LDP Policy 08 - Special Qualities
 LDP Policy 09 - Light Pollution
 LDP Policy 11 - Protection of Biodiversity
 LDP Policy 15 - Conservation of the Pembrokehire Coast National Park
 LDP Policy 17 - Shore Based Facilities
 LDP Policy 18 - Porthgain, Saundersfoot and Tenby Harbours
 LDP Policy 29 - Sustainable Design
 LDP Policy 30 - Amenity
 LDP Policy 31 - Minimising Waste
 LDP Policy 32 - Surface Water Drainage
 LDP Policy 34 - Flooding and Coastal Inundation
 LDP Policy 52 - Sustainable Transport
 LDP Policy 53 - Impacts on traffic
 PPW7 Chapter 04 - Planning for Sustainability
 SPG05 - Sustainable Design
 SPG06 - Landscape
 SPG12 - Coal Works - Instability
 SPG14 - Archaeology
 SPG17 - Regionally Important Geodiversity Sites
 SPG18 - Conservation Area Proposals
 SPG22 - Recreational and Leisure Activities
 SPG23 - Seascape Character
 TAN 12 - Design

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Officer's Appraisal

Background

This application has been submitted following pre-application discussions in relation to proposed works within Saundersfoot Harbour. Officers provided advice to the applicant in August 2014 confirming that the principle of the proposed development was considered to be acceptable subject to further details and satisfactory consultation responses.

The pre-application proposed outer harbour visitors floating pontoons, outer harbour moorings, a new slipway, two/three tier dry boat racking system, inner harbour landing pontoon and installation of decking over sluice. The development did not fit within a category of Schedule 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and so it was considered that the application would not comprise EIA development requiring an Environmental Statement.

History

- NP/14/0584 – Jones & Teague, The Harbour, Saundersfoot – Demolition of existing buildings, linked to development proposals in planning application ref: NP/14/0445 – Under consideration
- NP/11/450 - Jones & Teague, The Harbour, Saundersfoot - Demolition of existing single storey chandlery & boat repair shed for re-development of site for mixed development (Outline) – Approved – 1 March 2013
- NP/11/502 - Jones & Teague Boatyard, The Harbour, Saundersfoot - Outline application with consideration of means of access for residential development (12 units), and retail and general industrial (B2) units. All other matters reserved – Approved – 1 March 2013
- NP/06/537 - Jones & Teague Boatyard, The Harbour, Saundersfoot - Construct new slipway, watersports centre, harbour storage & ancillary accommodation (including residential) (Outline) (ROC) – Approved – 8 January 2000
- NP/06/362 - Jones & Teague Boatyard, The Harbour, Saundersfoot - Construct new slipway, watersports centre, harbour storage and ancillary accommodation (Outline) – Approved - 31 October 2003
- NP/00/346 - Jones & Teague Boatyard, The Harbour, Saundersfoot - Construct new slipway, watersports centre, harbour storage & ancillary accommodation (Outline) – Approved – 22 September 2000

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Current Proposal

The application proposes the construction of a new commercial slipway leading from the harbour area to the beach, installation of a two/three tier dry racking system for boat storage on the harbour, installation of inner harbour landing pontoon and access bridge, installation of decking over sluice and demolition of Jones and Teague buildings.

The initial application also proposed outer harbour visitor floating pontoons and outer harbour visitor late tide swinging moorings, however, it has been established that these proposals fall outside the 'low water mark' and are therefore not within the jurisdiction of the Pembrokeshire Coast for the purpose of planning control.

The details of the application proposals are as follows:

Proposed slipway

The proposed new commercial slipway would give uninterrupted access to the waterline at any state of tide. This is proposed to be located to the south of the existing Jones and Teague buildings and south of the existing steps which give pedestrian access to the beach. The ramp would be constructed to a gradient of 1:9 with a width of 5.5m extending to approximately 8.1m. The ramp would project 9m from the existing sea wall extending to high water mark. New side walls are proposed along with improvements to the existing sea defence wall to extend its height to 9.4m with reinforced concrete. Hinged flood gates are proposed to be installed where the slip breaches the sea defence wall and will match the height of the wall when closed.

Dry boat racking system

The boat racking system is proposed to be positioned alongside an existing cliff face opposite an existing commercial building. The system is proposed to be accessed with a forklift and hydraulic lift unit which would enable vessels to be put into the water, taken out of the water and returned to the rack for storage. The vessels would be launched and returned via the new commercial slipway. The system itself measures 5m in depth by 48m in length and extends to a height of 9.2m. The racking system comprises steel beams with a painted finish providing racks in three separate tiers. The roof of the structure is proposed to be finished in profiled metal cladding extending around to the upper tier of the rear façade and timber bearers are proposed for the boats. Plans show the rack would be located 0.3m from the wall and cliff face behind.

Inner harbour landing pontoon

An access ramp from the harbour wall level onto a pontoon structure is proposed in order to provide a safer means of access for all. A fixed landing platform, cantilevered from the harbour wall structure will provide the landing area and fixing point for the ramp. This is proposed to be sited alongside the

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existing landing steps. The pontoon and bridge will be removed and stored out of season. The access ramp is 1.2m wide with a length of approximately 13.4m. The landing platform is 2.5m wide with a length of 20m.

Sluice decking

Timber decking is proposed to be provided across the space above the sluice. This decked area will be set approximately 0.3m below the harbour wall walkway in order to retain the impression of the sluice area. A pedestrian ramp is shown to provide access from the road nearest the car park whilst raised plinth seating is proposed in the southern area of the sluice. A removal access hatch for sluice maintenance is also proposed. Plans show the decking would be supported by a beam and post structure below the decking. Information provided explains that this will create a versatile area which can be used for staging open air events and provide a venue to install maritime heritage exhibition thus expanding the visitor offer throughout the year.

Demolition of Jones and Teague Buildings

The application includes proposals to demolish the existing Jones and Teague buildings which are located adjacent to the access to the proposed new slipway. These buildings are subject to a separate application submission for Conservation Area Consent. The submitted details explain that these buildings will present a health and safety risk for contractors engaged in the preparation of the site and construction of the slipway and dry boat racking systems.

The application has been supported with the following information:

- Design & Access Statement: Phase 1
- Conservation Area Statement
- Environmental Assessment - Marine habitats and species
- Statement in respect of bat conservation
- Preliminary Assessment of Flood Risk
- Transport Statement
- Statement in respect of 'Regionally Important Geodiversity Site'

Key Issues

The application raises the following planning matters:-

- Policy and Principle of Development
- Visual Amenity, Conservation Area and Special Qualities of the National Park
- Protected Areas, Ecology and Geodiversity
- Archaeology and Heritage
- Flooding Impacts
- Highway Safety, Access and Parking
- Land Instability

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- Demolition

Policy and Principle of Development

The site lies within Saundersfoot Harbour and is part of the Saundersfoot Conservation Area and the relevant key policies to consider, in relation to the principle of development, include Policy 4 (Saundersfoot Local Centre), Policy 17 (Shore Based Facilities) and Policy 18 (Porthgain, Saundersfoot, Solva and Tenby Harbours) of the Local Development Plan.

The above mentioned policies provide support for schemes that will 'protect and enhance the harbour' of Saundersfoot whilst 'sustaining working harbour activities'. The policies are aimed at ensuring that a proposal will contribute positively to ensuring the long term viability of the harbour.

Paragraph 4.91 of the LDP advises "*when proposals are submitted in these harbour areas the Authority will request evidence with the application which will set out the relationship between the operation of the harbour business and the proposal and how the proposal will contribute positive to ensuring the long term viability of the harbour*".

The proposals put forward indicate that this scheme comprises phase 1 of a series of phases to redevelop Saundersfoot harbour. This application including a new slipway, boat racking system, ramp with landing pontoon and decking over the sluice are all proposals geared towards providing improvements for the harbour area. The scheme will result in enhanced accessibility for the general public along with enhancements to the commercial and leisure activities within the harbour. As such the principle of this development, subject to consideration of its impacts, is supported.

Visual Amenity, Conservation Area and Special Qualities of the National Park

Policy 8 of the Pembrokeshire Coast National Park Local Development Plan (LDP) is a strategic policy which refers to the special qualities of the National Park and lists priorities to ensure that these special qualities will be protected and enhanced. Policy 15 of the LDP seeks the conservation of the Pembrokeshire Coast National Park with criteria 'a' and 'b' resisting development that would cause significant visual intrusion and/or, that would be insensitively and unsympathetically sited within the landscape. Criteria 'd' and 'e' 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 the LDP requires all development proposals to be well designed in terms of place and local distinctiveness (criterion 'a'). Policy 30 of the LDP seeks to avoid development that is of an incompatible scale with its surroundings (criterion 'b') or is visually intrusive (criterion 'd').

The harbour forms an important open space which is recognised in the Supplementary Planning Guidance 'Saundersfoot Conservation Area

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Proposals'. There is a need to consider whether the proposals contribute to the strategy to conserve and enhance the special architectural, archaeological and historic qualities which contribute to the character of Saundersfoot Conservation Area.

Proposed slipway

The proposed new commercial slipway would be positioned to the south of the existing Jones and Teague building and visible from the beach area. The slipway would be set in place of an existing rubble bank extending 9m from the existing stone wall. This ramp would be formed of concrete and with an incline up to the higher level land adjacent to the Jones and Teague building. The adjoining sea wall is proposed to be replaced with a new sea defence wall extending to a height of 9.4m and finished with a concrete face and coursing lines. The slipway and defence works will not be out of keeping with the harbour or beach and will have no detrimental visual impact. Visual impact will be minimal in the context of wider views.

Subject to the proposed gates and walls being of an appropriate finish the development will comply with the aims of the above mentioned policies.

Dry boat racking system

The boat racking system is proposed to be located alongside the harbour road/walkway and set alongside the cliff face. The structure would be formed of steel construction but is lightweight in terms of its form and appearance having open sides. The structure is large but is of a functional form that will not be out of keeping with the harbour theme. Again subject to the suitable finishes the development will comply with the aims of the above mentioned policies.

Inner harbour landing pontoon

This facility will provide suitable access to the water for all through the provision of a ramp and landing platform set against the existing harbour wall and steps. The majority of this development will be located below and set against the harbour wall. As a result it will not be a dominant feature within the harbour and will not look out of keeping with its context.

Sluice decking

Timber decking is proposed to be provided across the space above the sluice. It is intended that this will become a usable area for the general the public and also to host activities/events. In terms of its appearance the decking will be located approximately 300m below the existing harbour wall and cover the whole area of the sluice. The applicants have provided a visual representation of this feature in order to understand its general form.

In terms of current appearance it can be noted that the open sluice, when not impounded with water, is not visually appealing. The decking would remove

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the danger of the high walls whilst providing a usable space for all. Subject to agreement of the treatment and colour of the finish to the decking it is considered that the development will integrate successfully with its surroundings within the harbour and cause no visual harm.

Demolition of Jones and Teague Buildings

The applicant explains that the existing buildings on site, which are adjacent to the access route for the proposed slipway, presently constitute a potential health and safety risk due to their poor condition. The Authority previously granted permission for the removal of these buildings which was considered alongside an outline planning application to develop this area. The existing buildings are considered to be unsightly and their removal is supported in order to improve visual amenity of the site and its surroundings.

Lighting

The submitted drawings and application form indicates lighting to be provided as part of the development along the retaining walls of the slipway and landing pontoon. These are listed as being 'LED' fittings, however, in order to ensure that the lighting does not detract from surrounding visual amenity details of all lighting points, lighting types and luminance level shall be provided. This can adequately be provided through a suitable planning condition to meet the requirements of policies 8, 9 and 15.

In view of the above it can be concluded that the proposed development will be sympathetically sited within the harbour area resulting in visual improvements and will conserve and enhance the character and appearance of the Conservation Area. As such the development will comply with the aims of policies 8, 9, 15, 29 and 30 of the LDP.

Protected Areas, Ecology and Geodiversity

As the application site is within Carmarthen Bay and Estuaries SAC and adjacent to Carmarthen Bay SPA. Both sites are designated under EC Directive 92/43/EEC on the conservation of Natural Habitats and of Wild Flora and Fauna (the 'Habitats Directive'). As such the Conservation of Habitats and Species Regulations 2010, (the "Habitats Regulations") apply. The Habitats Regulations consolidate the Conservation (Natural Habitats &c.) Regulations 1994, and Offshore Marine Conservation (Natural Habitats &c.) Regulations 2007.

Regulation 61 (1) of the Habitats Regulations states:

'A competent authority, before deciding to undertake, or give any consent, permission or other authorisation for, a plan or project which:

- (a) is likely to have a significant effect on a European site or a European offshore marine site (either alone or in combination with other plans or projects), and
 - (b) is not directly connected with or necessary to the management of the site,
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must make an appropriate assessment of the implications for the site in view of that site's conservation objectives.'

As the 'competent authority' this Authority has undertaken a Habitat Regulations Screening Assessment in conjunction with Natural Resources Wales.

The first stage in a Habitats Regulations Assessment is screening via a Test for Likely Significant Effect (TLSE). The assessment consolidates information submitted as part of the planning application in order to determine whether there will be a likely significant effect on the Carmarthen Bay and Estuaries SAC and Carmarthen Bay SPA or on the other European sites in the wider vicinity of the development. The Authority has undertaken a TLSE under Regulation 61 (1) of the Habitats Regulations to assess the implications of the development on the integrity of the features of Carmarthen Bay and Estuaries SAC and Carmarthen Bay SPA.

Following a consideration of the potential impacts of the development upon these protected areas it has been concluded that any effects from this development are of a low magnitude and not likely to have a significant effect on the SAC or SPA. Notwithstanding this a condition to require a Construction Environmental Management Plan to deal with works, methods employed and timing of works should be submitted and agreed by the Authority in order to be control the works. Furthermore in the documentation provided ("*Statement in respect of Regionally Important Geodiversity Site*" [RIGS]) by the applicant referred to proposals to remove an existing concrete ramp structure that is buried in the sand at the base of the existing pedestrian ramps to the beach. This is considered to be mitigation for the potential impact of the new slipway on the SAC and as such should be included as a condition to any grant of planning permission.

Policy 10 of the LDP refers to 'Local Sites of Nature Conservation or Geological Interest' and specifies that development which would significantly harm the nature conservation value of a Local Nature Reserve or the main features of interest within a Regionally Important Geodiversity Site, will only be permitted if the importance of the development outweighs the local value of the site and mitigation, minimisation or off setting has been investigated.

In relation to the application site it can be noted that part of the site which includes the areas nearest the cliff face and Jones and Teague buildings lies within a Regionally Important Geodiversity site (RIGS 481 Glen Beach, Saundersfoot). Supplementary Planning Guidance identifies that this site comprises a 400 m long cliff and foreshore section extending south from Saundersfoot Harbour to the Ladies Cave. The Late Carboniferous Westphalian ('Coal Measures') rocks here show excellent examples of folding, brittle fracturing and faulting produced during the Variscan Orogeny. The Ladies Cave Anticline is an iconic feature of the Pembrokeshire coastline and has been illustrated in numerous textbooks. The section is particularly valuable as a geological fieldwork teaching site. Other aspects which are of interest include coastal geomorphology (bays and headlands, rock reef, cave)

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and coal mining (two adits relating to pre-1900 working of subsurface seams inland of the RIGS).

Natural Resources Wales advise that the Geological exposures at Saundersfoot Harbour lie within the Waterwynch Bay to Saundersfoot Harbour SSSI. They confirm that the primary geological feature is the sequence of rock layers with associated sedimentary structures and macro and micro fossils. In consultation NRW confirm that large numbers of students visit Saundersfoot every year as part of their fieldwork and for the requirements of study all components must be visible, accessible and useable. They advise that from the plans submitted it is not entirely clear if the boat racks proposed would obscure part of the geological interest associated with the old sea cliff. The positioning of the rack furthest from the sea will be critical to avoid reducing visibility of the exposures in key locations. If visibility is obscured then NRW confirm that mitigation will be required.

Following this a site meeting was set up between NRW, the applicant, agent and officer to discuss this matter with particular emphasis on the proposed siting. It was established through viewing the site from the surroundings that the building would not obscure the main rock exposures and as a result was agreed that mitigation or amendments would not be necessary.

In terms of the physical structure of the boat rack it can be noted that no part will impact upon the existing cliff walls and surrounding foliage. In relation to the slipway the applicant notes that this is close to the cliff face which is an important part of the RIGS. As a result of a revision on plan the proposed ramp will now be located approximately 4m from the rock features which will remain untouched. Also, as mentioned above, an existing concrete ramp structure will be removed from the site to re-establish the area and mitigate impact.

In view of the above considerations it can be concluded that the development will have no adverse harm upon the RIGS or SSSI.. Subject to agreement of the positioning of the proposed rack structure, a method statement and removal of the existing concrete ramp, which can be dealt with by condition, it is concluded that the development will comply with the requirements of policies 8, 10 and 11 of the LDP.

Archaeology and Heritage

Saundersfoot harbour was built in the early 1800's as a means of exporting quantities of anthracite and other industrial materials such as iron ore and fire bricks and played a significant role within the industrial history of Pembrokeshire.

Strategy Policy 8 'Special Qualities' of the Local Development Plan requires the protection and enhancement of the special qualities of the Pembrokeshire Coast National Park. Among these recognised qualities is the historic environment. Policy 8 (Criterion 'd') requires that 'the historic environment is protected and where possible enhanced'. Welsh Office Circular 60/96 –

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Planning and the Historic Environment – Archaeology sets out detailed guidance on such matters and is a material consideration.

The Authority consulted Dyfed Archaeological Trust as part of the submission and received a response advising that it cannot be guaranteed that buried archaeology does not extend into the development area and will therefore be damaged or destroyed. Consequently they recommend, in the first instance, that an archaeological appraisal is commissioned by the applicant and that this information be provided before determination of the application. The objective of this work will be to provide an informed answer as to whether there is an archaeological dimension and constraint that needs to be considered in the determination of the application and whether this needs further investigation.

The applicant submitted an Archaeological Appraisal on the 28 October 2014. This appraisal identified no significant direct physical effect on any known archaeological features or deposits within the application site area.

It stated however that the appraisal and site visit has identified one area where there could potentially be a direct physical effect. This area is at the far north-western corner of the sluice/dock where the source of the river enters the sluice. At this point the site visit has identified the remains of a section of earlier 19th century stone walling complete with pointed stone arch tunnel, a length of retaining wall and a stone buttress. These are early 19th century harbour features and are among only a small handful of medium value features of the early harbour that still remain visible, the rest having been either repaired, consolidated or concealed behind by 1960s, 70s and 80s harbour works.

Although the proposal would not necessarily have any direct physical impact on these early features, they are obviously an integral and vital part to the functioning of the sluice and as such it is important to be aware of these features existence and to make sure that their historic character and condition is fully considered within the proposals and fully maintained by allowing either an access point to these features, or else their presence is incorporated into the decking design, or else they are preserved as features of historical and archaeological interest and the public is made aware of their existence through preservation and historic information boards.

Dyfed Archaeological Trust has assessed the submitted appraisal and agrees with its findings in that that the significant elements be preserved in situ and protected within the design of the current proposal. In addition they require that a photographic survey be undertaken of the site prior to development commencing. Such matters can adequately be dealt with through planning condition.

Flooding Impacts

The application was supported with a letter from Earth Science Partnership supplied in 2012 which identified that the existing walls were broadly suitable

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to resist unacceptable wave overtopping. Natural Resources Wales has identified that the site lies partially within Zone C2, as defined by the development advice map (dam) referred to under Technical Advice Note 15 – Development and Flood Risk (July 2004). Their latest Flood Map information, which is updated quarterly, suggests that the site falls partially within the flood risk area. No objections are raised in relation to the individual proposals although comments are made in relation to the installation of decking and construction new slipway.

In relation to the decking, as the watercourse flowing through the sluice is deemed an 'ordinary watercourse' the legal provision for these particular watercourses comes under the Land Drainage Act 1991. Pembrokeshire County Council are the consenting authority for this particular watercourse and the applicant is advised to contact the Pembrokeshire County Council.

In relation to the new slipway the scheme includes improvements to the existing seawall and placing of hinged flood gates to prevent the ingress of sea water during extreme weather. NRW advise that the raising of the sea wall will improve sea defences locally but it is critical that the hinged flood gates are properly maintained and that there is an operating procedure for its use when required. Should the gate be left open during extreme weather then the flood risk will be greater than the current threat. In this respect a condition to ensure that the maintenance and operating procedures are put in place is requested by NRW. In addition it is considered relevant to provide for full details of any gates be provided and agreed by condition.

Subject to conditions it is considered that the development will have no adverse impact upon flooding and proposals to improve the sea wall defences will actually aid flood defence in the locality. As such the development complies with the requirements of policy 34.

Highway Safety, Access and Parking

Policies 52 and 53 of the Local Development Plan refer to sustainable transport and the traffic impacts of proposed development. The scheme proposes no amendments to existing highway layout or parking and the Highway Authority raise no concern in relation to impact from traffic. As such there are no objections to raise on highway grounds and the scheme complies with the requirements of policies 52 and 53 of the LDP.

Land Instability

A small part of the application site falls within the defined Development High Risk Area in relation to past coal workings. It is likely that the area of the site has been subject to past unrecorded coal workings at a shallow depth. The Coal Authority has been consulted and notes that given only a very small part of the access route to the development falls within the Development High Risk Area it is not considered that a Coal Mining Risk Assessment will be necessary for the proposal. In view of this and the fact that the works

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proposed, other than the slipway, will not involve a break in the surface, it can be concluded that there will be potential adverse harm from this development.

Demolition

This application has been submitted alongside a separate application seeking conservation area consent for demolition of the Jones and Teague buildings. The applicant has explained that the buildings are in a poor condition and close to collapse. Consent has previously been granted for their demolition under application reference NP/11/450 and these are currently having a negative contribution to the wider character of the area within the Conservation Area. The loss of these buildings can be supported having regard to the potential safety issue and potential future development of the site subject to a method statement dealing with the methods to demolish these structures.

Conclusion

Following consideration of the policies contained within the Local Development Plan and National Planning Policy in the form of Planning Policy Wales (Edition 7, July 2014) and having regard to all material considerations it is considered that the development offers an opportunity to improve the quality of the environment at Saundersfoot Harbour. The development will be in keeping with the aims of the LDP in that the development will conserve and enhance the existing character of the harbour and contribute positively to ensuring the long term viability of the harbour. As such, and subject to a schedule of suitable conditions to control the development and finishes, the development is acceptable and complies with the requirements of policies 1, 4, 8, 9, 11, 15, 17, 18, 29, 30, 31, 32, 52 and 53 of the Local Development Plan.

The decision to recommend planning permission has been taken in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which 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 comprises the Pembrokeshire Coast National Park Local Development Plan (Adopted September 2010).

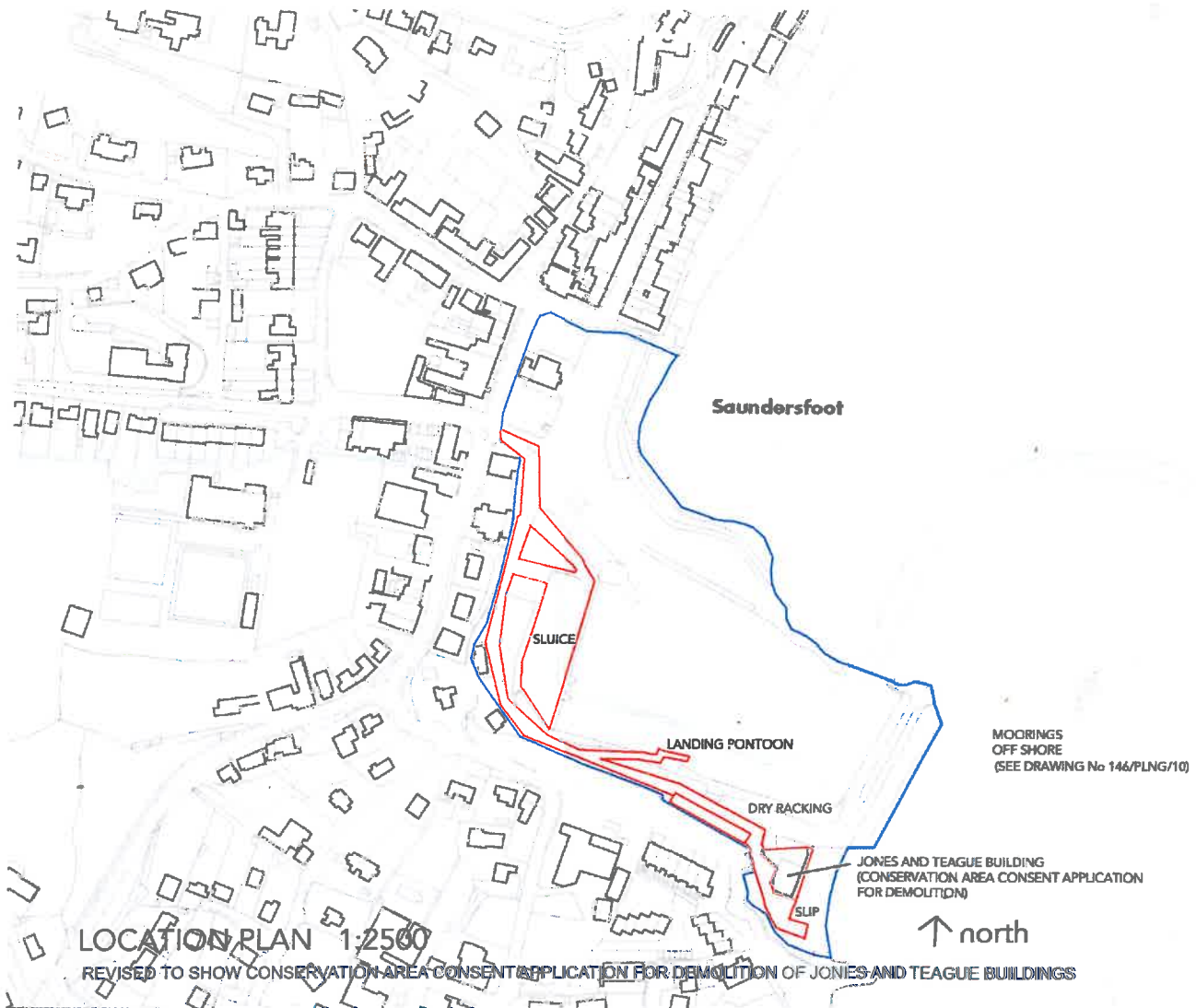
Recommendation

The application be approved subject to conditions to require the following:

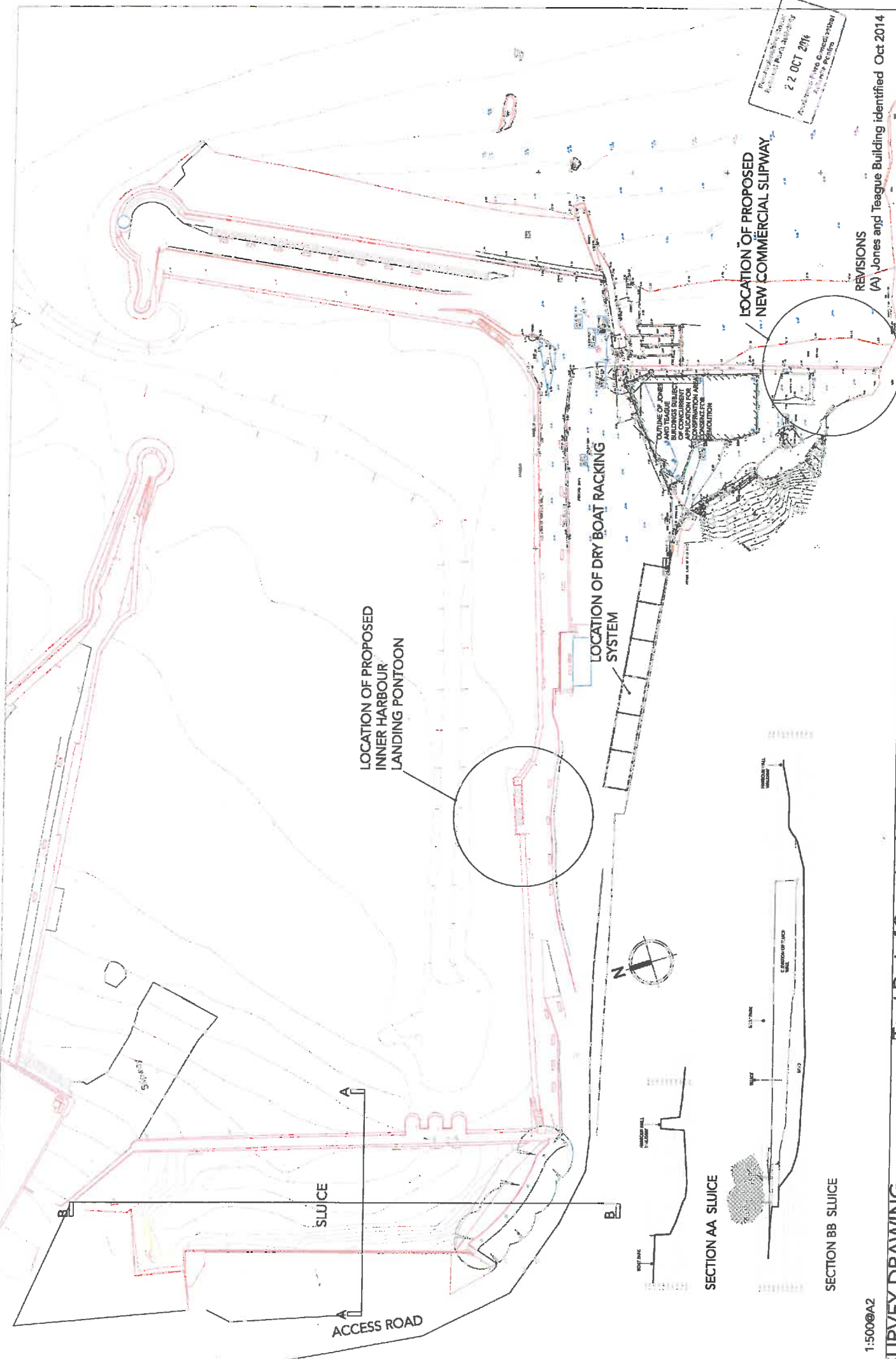
- Time limit of 5 years to implement
 - In accordance with drawings
 - Samples / specification of proposed boat rack
 - Sample / finish of proposed decking to sluice
 - Full details of form and appearance of proposed gate including details of its future maintenance and operating procedure
 - Construction Environmental Management Plan details works, methods
-

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- and timing
- Removal of concrete ramp structured, buried in the sand at the base of the existing pedestrian ramps to beach
 - Scheme to deal with water management
 - Lighting scheme
 - Demolition method statement
 - Details of a suitable access point to 19th Century stone walling at north-west corner of decking or amendment to decking design to provide a viewing point to this feature or provision of suitably formed information board be provided and agreed prior to works commencing
 - Photographic survey of the existing buildings be carried out in accordance with guidelines provided by Dyfed Archaeological Trust



Pembrokeshire Coast
National Park Authority
22 OCT 2014
Awdurdod Parc Cenedlaethol
Arfordir Penfro



22 OCT 2014
 Approved for Planning Authority
 Approved for Planning Authority

REVISIONS
 (A) Jones and Teague Building identified Oct 2014

David J P Morgan BSc BArch RIBA
 Offices, County Chambers, Warren St, TENBY, SA707J9
 Tel 01834 218271 (m) 07875298905
 email david@highseasgallery.com

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drwg No
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date
 June 2014
 scale
 1:500@A2

Trust Port of Saundersfoot
 Development PHASE 1

SURVEY DRAWING
 showing inner harbour proposal

1:500@A2

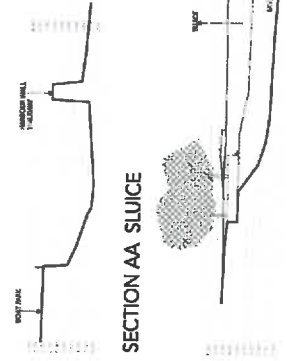
SECTION AA SLUICE

SECTION BB SLUICE

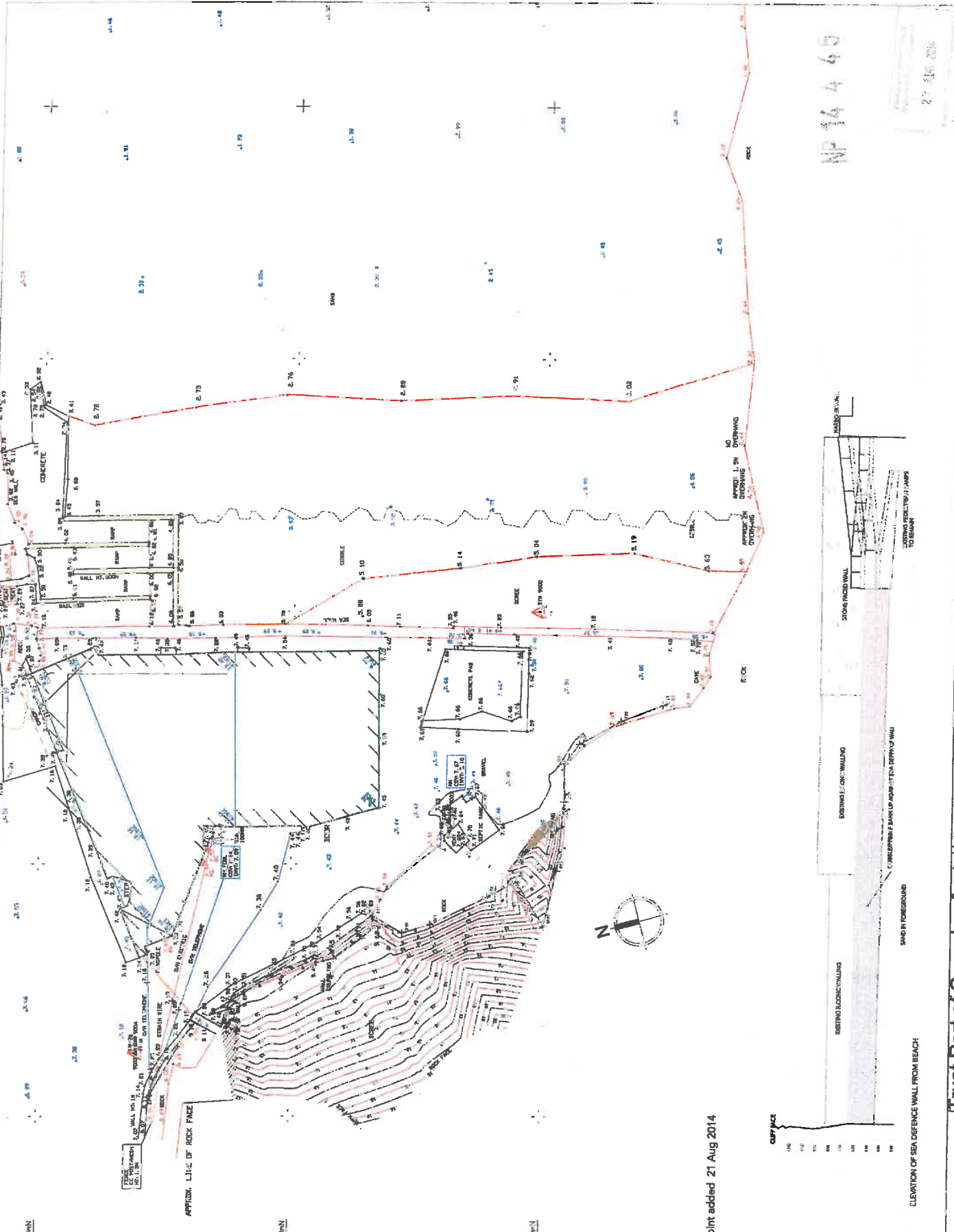
LOCATION OF PROPOSED
 INNER HARBOUR
 LANDING PONTOON

LOCATION OF DRY BOAT RACKING
 SYSTEM

LOCATION OF PROPOSED
 NEW COMMERCIAL SLIPWAY



OUTLINE OF JONES
 AND TEAGUE BUILDING
 FOR REFERENCE
 OF CONCURRENT
 APPLICATION FOR
 PLANNING PERMISSION AND
 CONSENTATION
 RESOLUTION



NP 14 4 45

REVISIONS

A Sea wall elevation added, north point added 21 Aug 2014

SURVEY

Jones and Teague site

Trust Port of Saundersfoot
Development PHASE 1

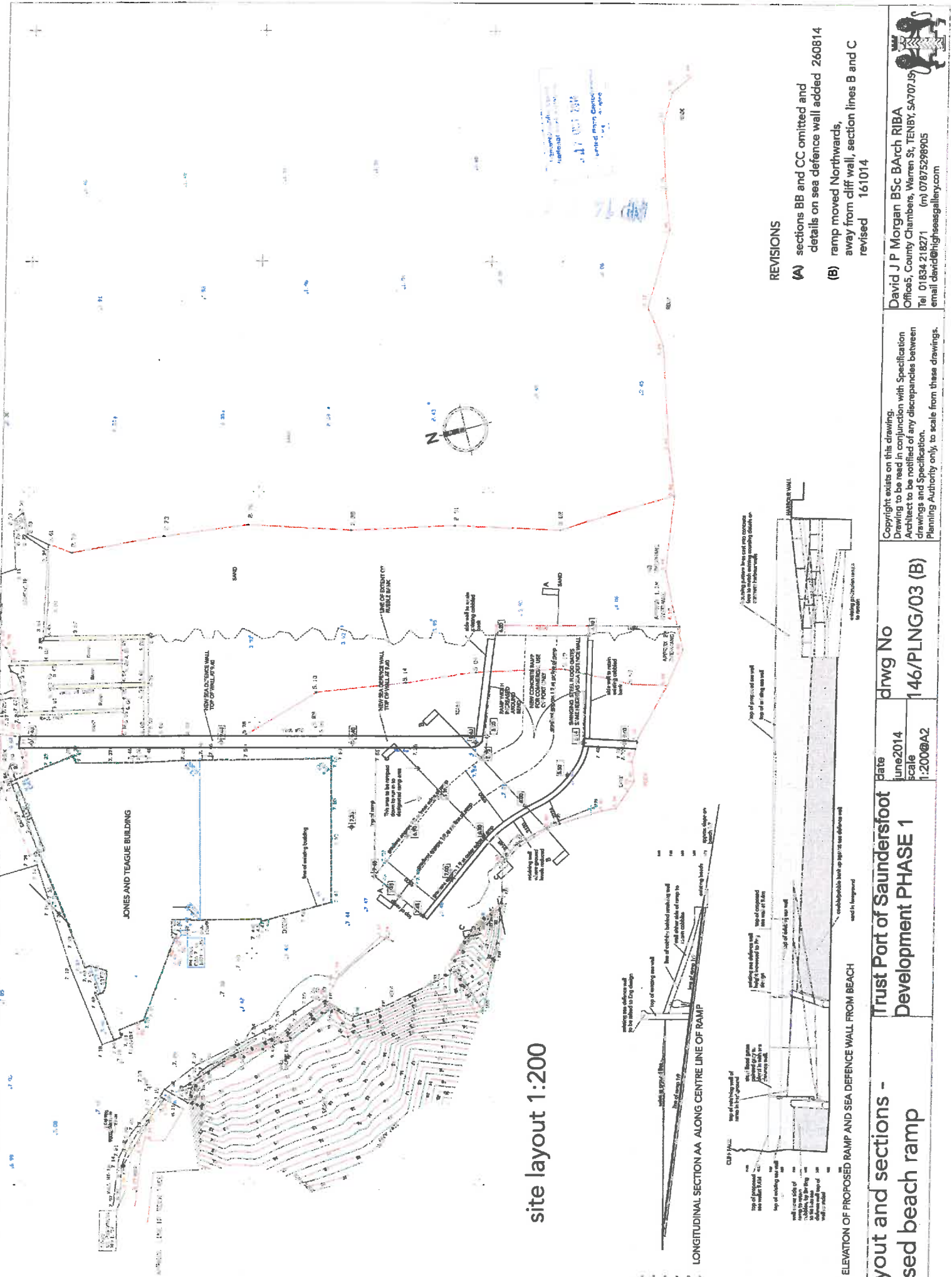
date
june 2014
scale
1:200@A2

dwg No
146/PLNG/02 (A)

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David J P Morgan BSc BArch RIBA
Offices, County Chambers, Warren St, TENBY, SA707JY
Tel 01834 218271 (m) 07875298905
email david@highseasgallery.com





site layout 1:200

REVISIONS

- (A) sections BB and CC omitted and details on sea defence wall added 260814
- (B) ramp moved Northwards, away from cliff wall, section lines B and C revised 161014

David J P Morgan BSc BArch RIBA
 Offices, County Chambers, Warren St, TENBY, SA707JY
 Tel 01834 218271 (m) 07875299005
 email david@highseasgallery.com

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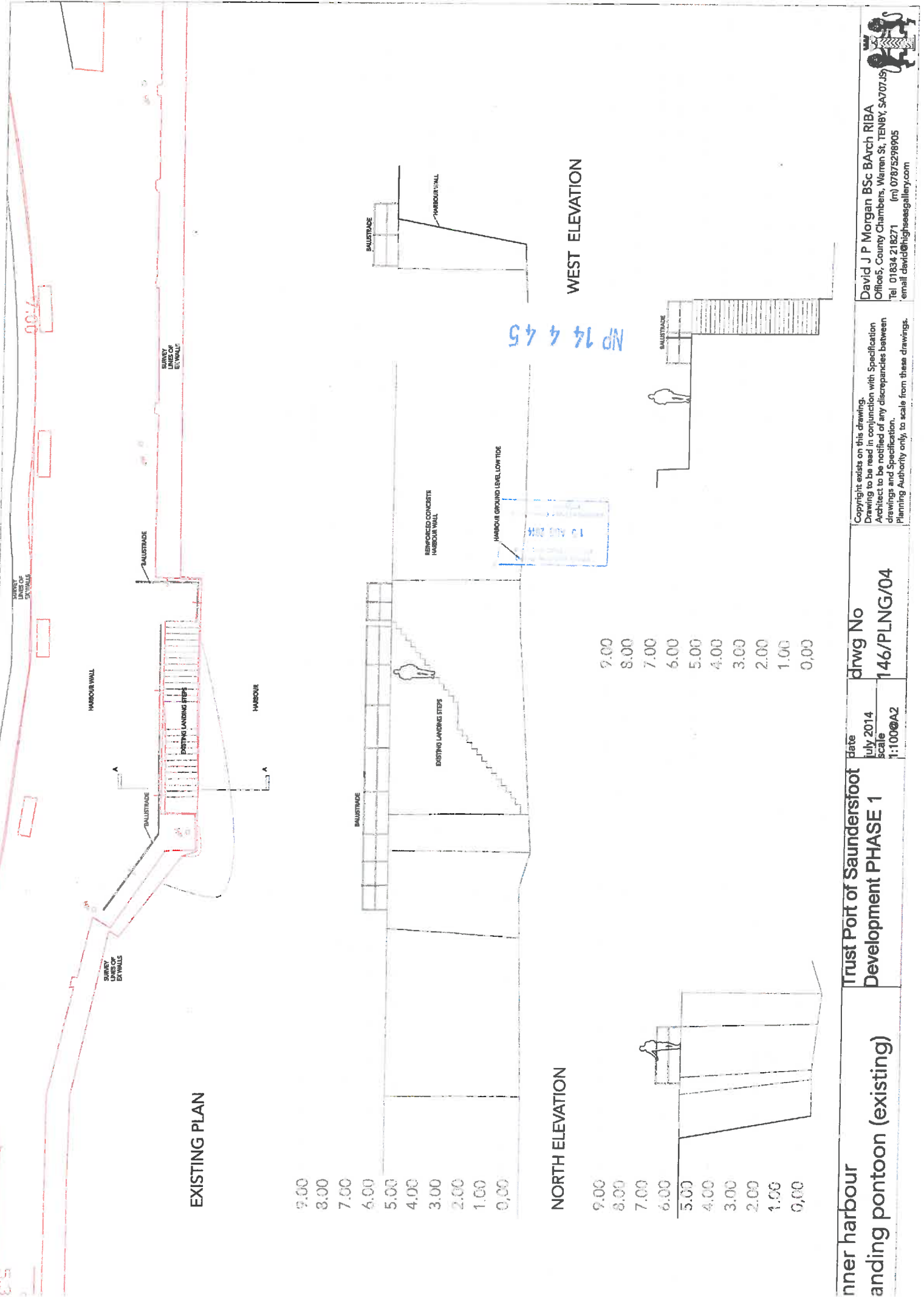
dwg No
 146/PLNG/03 (B)

Date
 June 2014
 scale
 1:200@A2

Trust Port of Saundersfoot
 Development PHASE 1

site layout and sections -
 proposed beach ramp





EXISTING PLAN

NORTH ELEVATION

WEST ELEVATION

9.00
8.00
7.00
6.00
5.00
4.00
3.00
2.00
1.00
0.00

Inner harbour
 landing pontoon (existing)

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Date
 July 2014
 scale
 1:100@A2

dwg No
 146/PLNG/04

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David J P Morgan BSc BArch RIBA
 Offices, County Chambers, Warren St, TENBY, SA707JY
 Tel 01834 218271 (m) 07875298905
 email david@highseasgallery.com



David J P Morgan BSc BArch RIBA
 Offices, County Chambers, Warren St, TENBY, SA707 1JY
 Tel 01834 218271 (m) 07875298905
 email david@highseagallery.com

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SECTION BB

drwg No
 146/PLNG/05

Date
 July 2014
 scale
 1:100@A2

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 Development PHASE 1

inner harbour
 landing pontoon (proposed)

PROPOSED PLAN

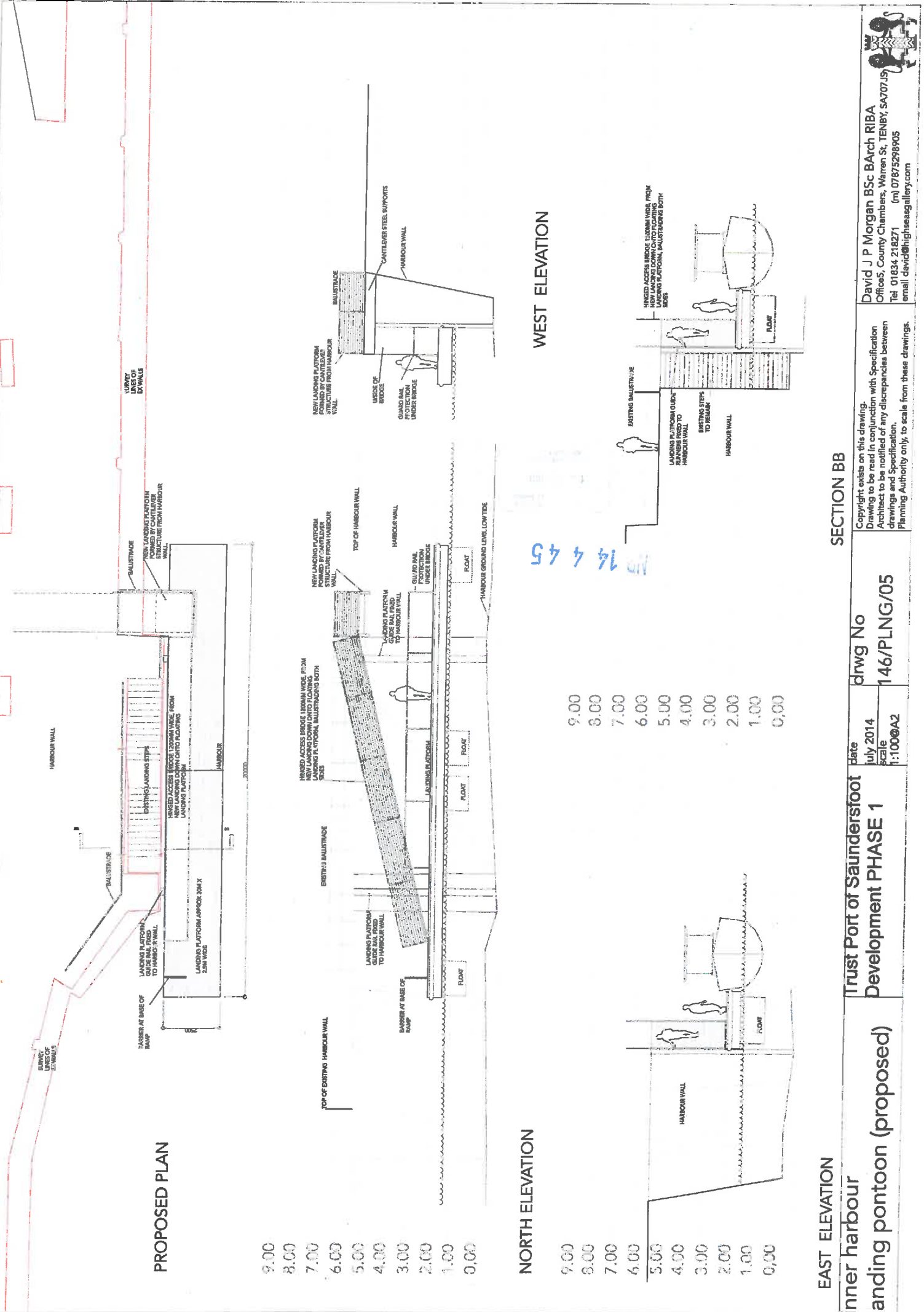
9.00
 8.00
 7.00
 6.00
 5.00
 4.00
 3.00
 2.00
 1.00
 0.00

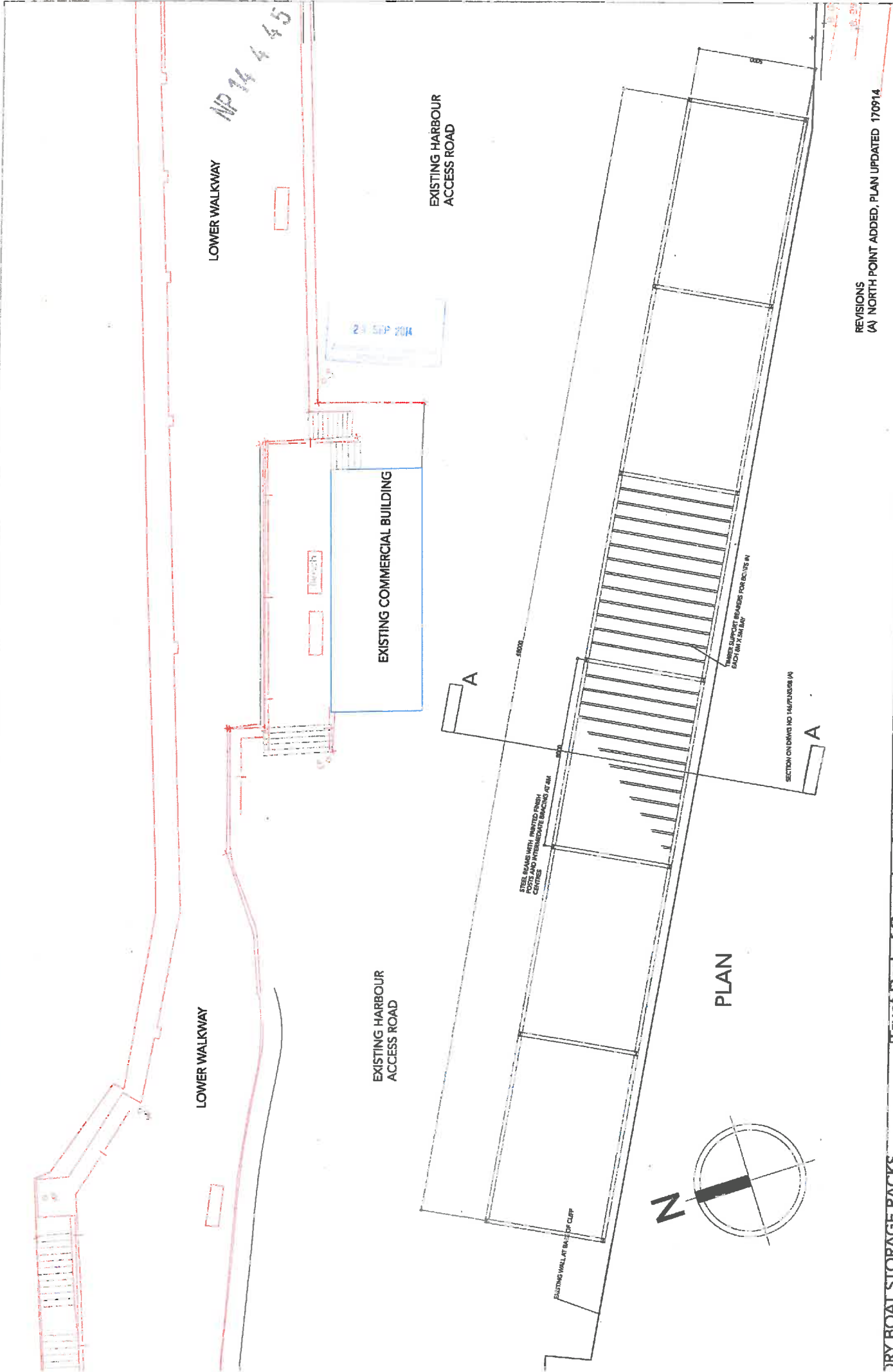
NORTH ELEVATION

9.00
 8.00
 7.00
 6.00
 5.00
 4.00
 3.00
 2.00
 1.00
 0.00

EAST ELEVATION

WEST ELEVATION





REVISIONS
 (A) NORTH POINT ADDED, PLAN UPDATED 170914

David J P Morgan BSc BArch RIBA
 Offices, County Chambers, Warren St, TENBY, SA707J5
 Tel: 01834 218271 (m) 07875298905
 email david@highseasgallery.com

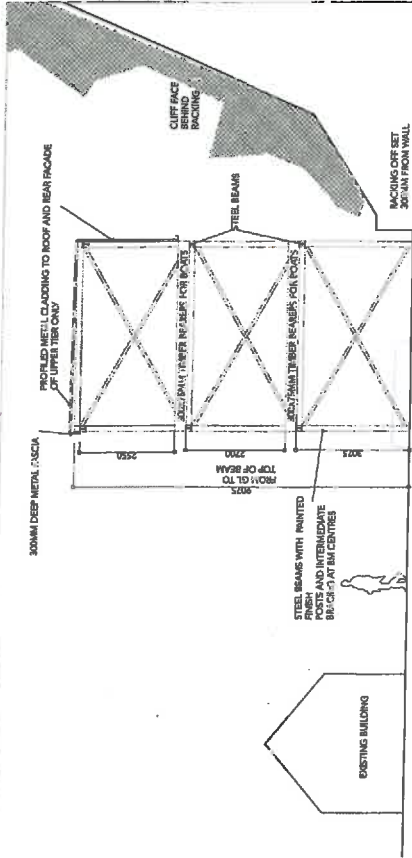
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dwg No
 146/PLNG/07(A)

Date
 AUG 2014
 scale
 1:100 @A2

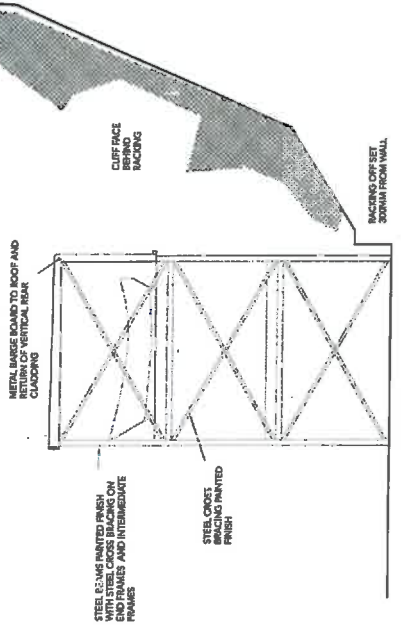
Trust Port of Saundersfoot
 Development PHASE 1

DRY BOAT STORAGE RACKS
 PLAN

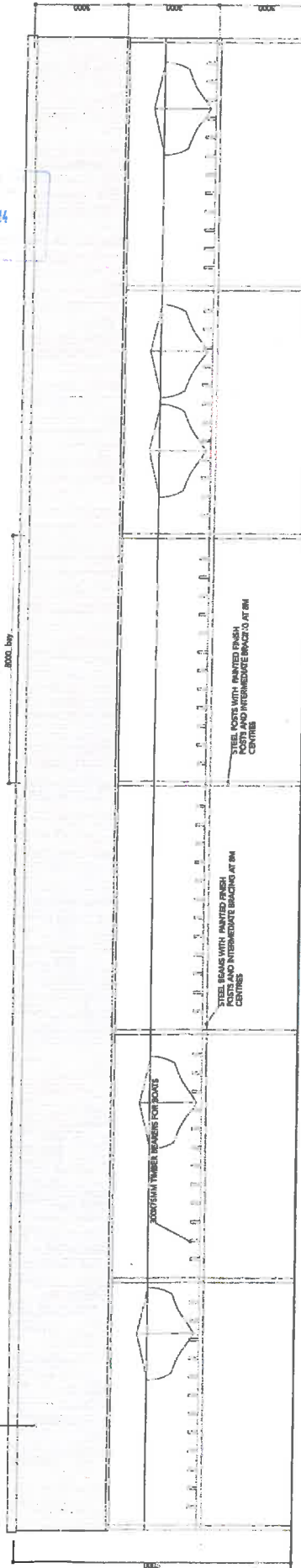


SECTION AA

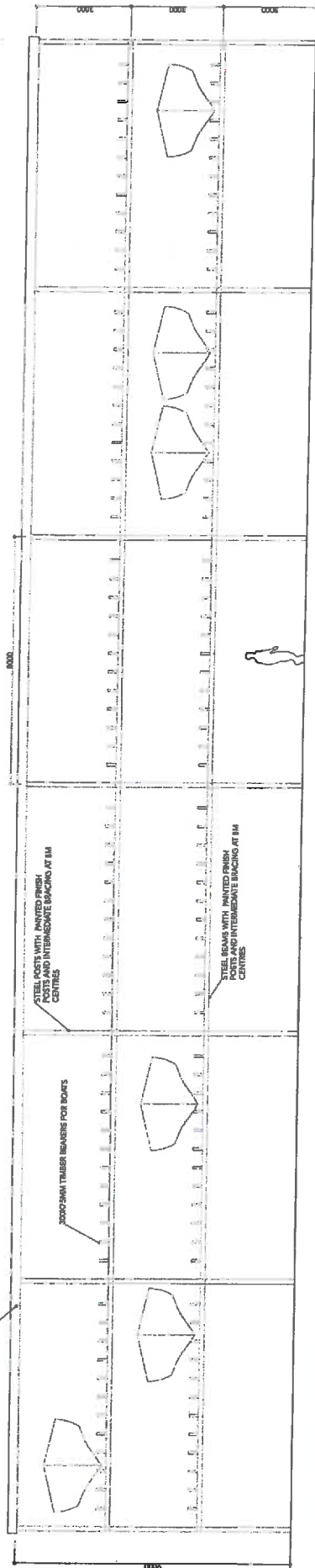
SIDE (EAST) ELEVATION, WEST ELEVATION IS HANDED



PROFILED METAL CLADDING TO ROOF AND REAR RAUGE OF UPPER TIER ONLY



REAR (SOUTH) ELEVATION,



FRONT (NORTH) ELEVATION,

DRY BOAT STORAGE RACKS
Proposed plan, section and elevations

Trust Port of Saundersfoot
Development PHASE 1

Date
AUG 2014
Scale
1:100 @A2

Drwg No
146/PLNG/08 (A)

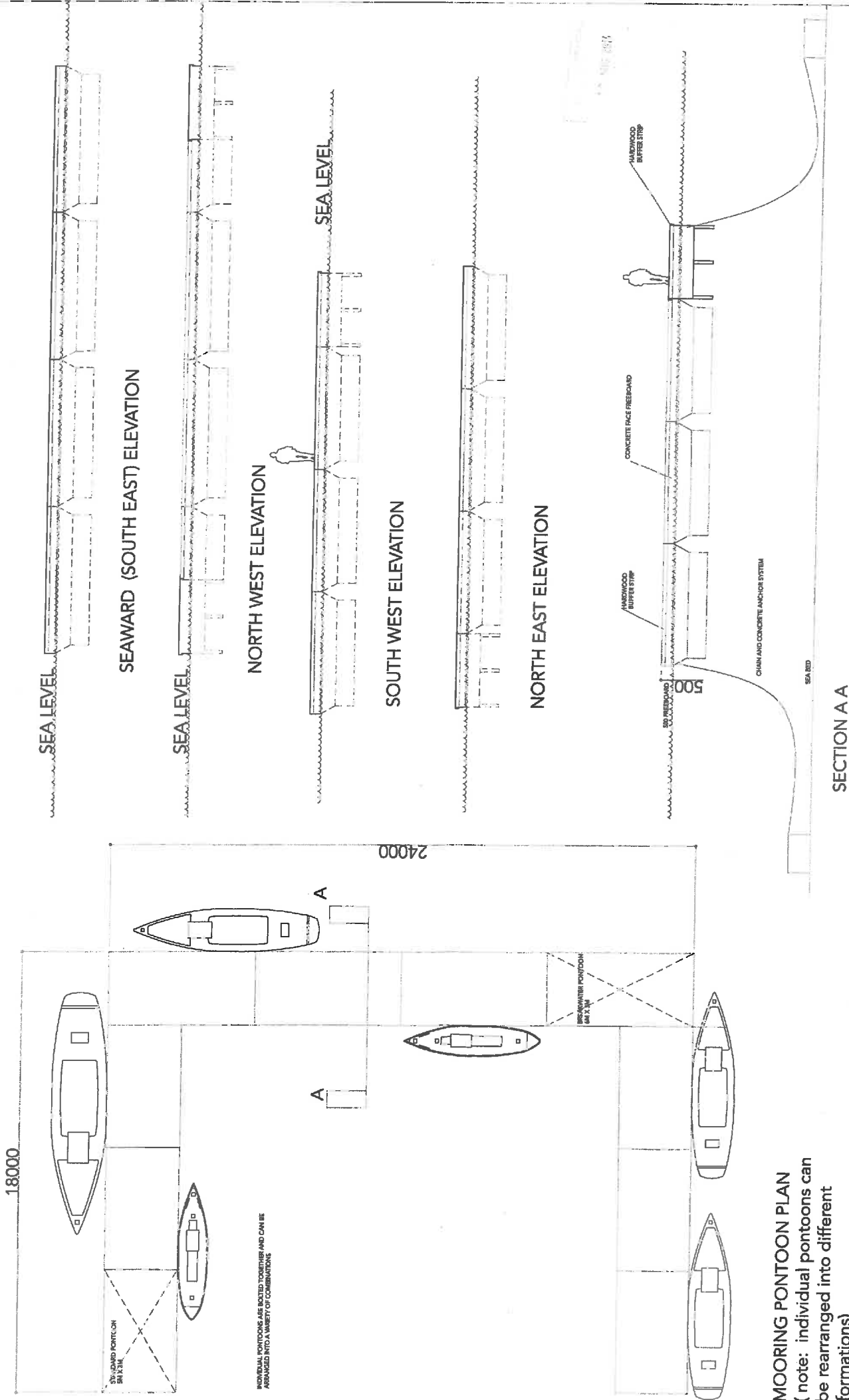
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REVISIONS
(A) ROOF AND REAR CLADDING TO UPPER TIER ADDED 170914

David J P Morgan BSc BArch RIBA
Offices, County Chambers, Warren St, TENBY, SA707J5
Tel 01834 218271 (m) 07875298905
email david@highseasgallery.com



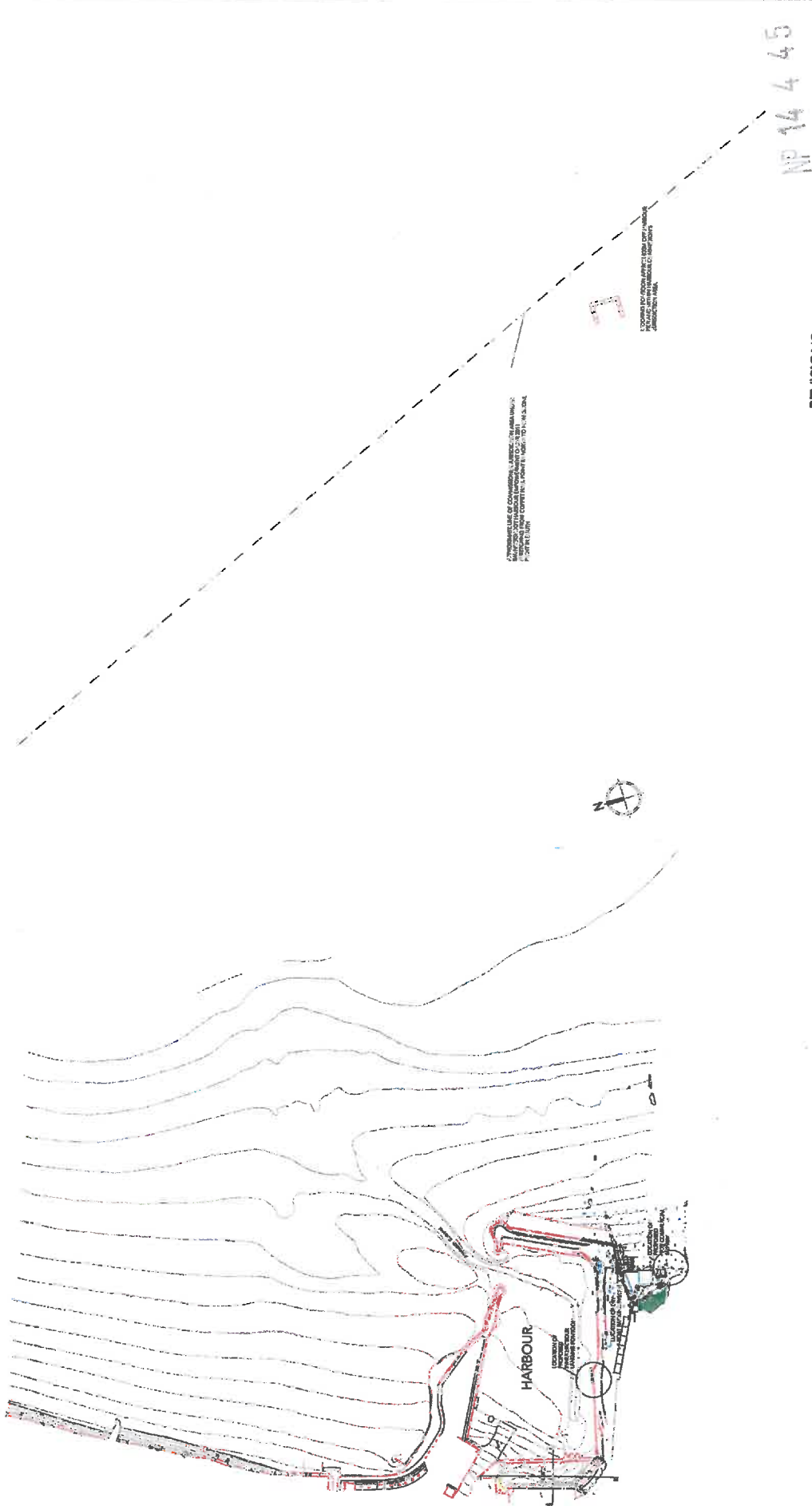
MP 14 4 45



MOORING PONTOON PLAN
 (note: individual pontoons can be rearranged into different formations)

<p>MOORING PONTOON plan, section and elevations</p>	<p>Trust Port of Saundersfoot Development PHASE 1</p>	<p>Date Aug 2014 scale 1:1000A2</p>	<p>dwg No 146/Plng/09</p>	<p>Copyright exists on this drawing. Drawing to be read in conjunction with Specification Architect to be notified of any discrepancies between drawings and Specification. Planning Authority only, to scale from these drawings.</p>	<p>David J P Morgan BSc BArch RIBA Offices, County Chambers, Warren St, TENBY, SA707JY Tel 01834 218271 (m) 07875298905 email david@highseasgallery.com</p>
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REVISIONS

(A) red boundary line added to pontoon. 21 Aug 2014

FLOATING PONTOON LOCATION

Trust Port of Saundersfoot Development PHASE 1

Date Aug 2014 scale 1:2500@A2

drwg No 146/Plng/10 (A)

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David J P Morgan BSc BArch RIBA
Offices, County Chambers, Warren St, TENBY, SA707JY
Tel 01834 218271 (m) 07875298905
email davidc@highseasgallery.com



