

REPORT OF DIRECTOR OF PLANNING

SUBJECT: ST JUSTINIANS – FUTURE MANAGEMENT OF VISITOR FACILITIES

Purpose of Report:

To report to members the outcome of the work undertaken by Pembrokeshire Coastal Forum.

Background:

Members will recollect (Dev Management meeting of 16 December 2015) that when debating the planning application NP/15/0338/FUL for the continuation of the temporary car parking arrangement at Rhosson Campsite, St Justinian, they instructed officers to use best endeavours to attempt to bring stakeholders together to resolve the current situation with regard to boat operators using the old St Justinians lifeboat slip for boat trippers which has a knock on effect for the need for a suitable transport solution for visitors to the peninsula.

Pembrokeshire Coastal Forum (PCF) was engaged to undertake a series of stakeholder engagement events and discussions over several months. It has now reported on the outcome of these events.

In summary, PCF makes it quite clear that it acted as an impartial chair and remained neutral as to the solutions which could be appropriate for the area. However, it facilitated and reported on the outcomes of the various meetings with stakeholders. The aim of the meetings was to facilitate discussion among the interested stakeholders associated with St Justinian's on how best to manage the access, facilities and area going forward.

In conclusion the PCF report suggests the following:

The following recommendations for next steps expressed by the stakeholders include:

- Need for a Vision and Management Plan for the area
- The establishment of a smaller working group with a lead partner
- Solutions should be factually based and customer led
- A Customer survey should be conducted
- Neutral body to take lead role
- Neutral body to take lead on any planning applications if needed
- Porthstinian Boat Owners Association to become a legal entity
- Traffic vehicle counter near Rhosson and Pedestrian counter at gate to be installed

Conclusion

The full report is attached for your consideration. At this stage, members are only requested to note the report and make comment. The content of the report and the progress being made by stakeholders with regard to a long term sustainable solution will be considerations when the Authority deals with future planning matters and applications on this matter.

Recommendation

That PCF is thanked for its chairing of the stakeholder meetings and the full report: the contents of which are noted.

Background Documents: None

(For further information, please contact Jane Gibson)

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Consultees:, Tegryn Jones



Cyfarfodydd Ymrwymiad Rhanddeiliaid Porth Stinan

St Justinian's Stakeholder Engagement Meetings

Mai - Gorffennaf 2016

May – July 2016



**Prosiect a gomisiynwyd gan Awdurdod Parc Cenedlaethol Arfordir Penfro
A project commissioned by The Pembrokeshire Coast National Park Authority**

Cwblhawyd gan FfAP

Completed by PCF

Awst 2016

August, 2016

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Report Warranty

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Crynodeb Gweithredol

Cyfarfodydd Ymrwymiad Rhanddeiliaid Porth Stinan Mai - Gorffennaf 2016

Bu gan Fforwm Arfordir Penfro (FfAP) swyddogaeth cadeirydd diduedd ar gyfres o ddiwyddiadau ymrwymiad rhanddeiliaid yn canolbwyntio ar **fynediad yn y dyfodol** (morol a daearol) a **pharcio ymwelwyr** ym Mhorth Stinan. Cynhaliwyd pum digwyddiad ar gyfer rhanddeiliaid gan FfAP, pob un â ffocws arbennig a'r nod o symud y drafodaeth ymlaen.

Oherwydd natur gymhleth materion dan sylw, amserlenni a ffactorau anhysbys ym Mhorth Stinan ni ddaeth y rhanddeiliaid i gasgliad ar ateb terfynol pendant i bob mater. Er hynny daethpwyd i gytundeb cyffredinol ar y dulliau gorau i ddatrys problemau hir-dymor parthed mynediad i'r llithrfa a pharcio ceir.

Mae'r argymhellion ar gyfer y camau nesaf i'w cymryd fel y'u mynegwyd gan y rhanddeiliaid yn cynnwys:

- **Angen Cynllun Gweledigaeth a Rheolaeth ar gyfer yr ardal**
- **Sefydlu gweithgor llai gyda phartner arweiniol**
- Dylid seilio datrysiadau ar ffeithiau a dylent fod dan arweiniad y cwsmer
- **Dylid cynnal arolwg cwsmeriaid**
- Dylai corff niwtral gymryd y brif rôl
- Dylai corff niwtral arwain ar **unrhyw gais cynllunio lle bo angen**
- Dylai Cymdeithas Perchnogion Cychod Porth Stinan ddod yn **endid cyfreithiol**
- Gosod **teclyn cyfrif cerbydau trafndiaeth** ger Rhosson ac un i **gyfrif cerddwyr** ar iet sydd i'w gosod

Mae'r adroddiad yma'n cyflwyno manylion pellach am y fethodoleg a'r canlyniadau sy'n deillio o'r gyfres o gyfarfodydd. Dylid nodi nad yw FfAP yn dehongli barn na safbwyntiau rhanddeiliaid.

Executive summary

St Justinian's Stakeholder Engagement Meetings, May – July 2016

Pembrokeshire Coastal Forum (PCF) acted as an impartial chair on a series of stakeholder engagement events focussed on the **future access** (both marine and terrestrial) and **visitor parking** at St. Justinian's. PCF conducted five stakeholder events, each with a focus and aim of moving the discussion forward.

Due to the complex nature of issues, timescales and a degree of unknowns at St. Justinian's, the stakeholders did not conclude with a definite final answer to all of the issues. However, general agreement was achieved on the best ways to resolve long term slipway access and car parking.

The following recommendations for next steps expressed by the stakeholders include:

- **Need for a Vision and Management Plan for the area**
- **The establishment of a smaller working group with a lead partner**
- Solutions should be factually based and customer led
- **A Customer survey should be conducted**
- Neutral body to take lead role
- Neutral body to take lead on any **planning applications if needed**
- Porthstinian Boat Owners Association to become a **legal entity**
- **Traffic vehicle counter** near Rhosson and **Pedestrian counter** at gate to be installed

This report provides further details on the methodology and results from the series of meetings. It should be noted that PCF do not interpret stakeholder's views or opinions.

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Glossary

PCF	Pembrokeshire Coastal Forum	PBA	Porthstinian Boat Owners Association
PCNPA	Pembrokeshire Coastal National Park Association	RNLI	Royal National Lifeboat Institution
NT	National Trust	SAC	Special Area of Conservation
RSPB	Royal Society for the Protection of Birds	RoW	Rights of Way
PCC	Pembrokeshire County Council	SSSI	Site of Special Scientific Interest

Figures

Figure 1: Map of Pembrokeshire and area of St Justinian's

Figure 2: Stakeholder event invitation

Figure 3: PCF Map illustrating matrix of land use: land ownership, features, covenants

Figure 4: PCF sketch map and photos illustrating the matrix of land use. Real time traffic issues (Photos taken 13th July 2016, PCF)

Figure 5: List of issues and concerns and constraints by stakeholders. Photos submitted by stakeholders

Figure 6: Scenario's put forward and commented on by the stakeholders

1. Introduction

Following construction of a new a RNLI building and the recent refusal of a planning application¹ for Rhosson car park, St Justinian's, the Pembrokeshire Coast National Park Authority (PCNPA) approached PCF to act as an impartial chair to; prepare, manage, facilitate and report (*without interpretation*) on a succession of stakeholder engagement events focussed on the **future access** (both marine and terrestrial) and **visitor parking** at St. Justinian's.



Fig 1: Map of Pembrokeshire and area of St Justinian's

PCF organised and prepared five meetings in total. These meetings were designed to:

- bring together all stakeholders,
- initiate a conversation,
- ensure all the relevant stakeholders were included,
- collect evidence and information (including historic information) about the site,
- offer opportunity for stakeholders to express concerns, giving ideas and
- work together to build a consensus on a way forward by including everyone's views and opinions.

St Justinian's is a complex situation due to the variety of stakeholders and historic events that have evolved in a small area. With strong views and perspectives among the group, the ideas that have been put forward need genuine consideration. Stakeholders included:

- local land owners, RSPB, RNLI, National Trust, the Crown Estate,
- commercial businesses,
- St David's City Council,
- PCNPA - Planning and Estates,
- local county councillors,
- Pembrokeshire County Council - Regeneration and Transport,
- Porthstiniain Boat Owners Association,
- Local residents and St. David's Tourism Association.

For a full list of the stakeholders that attended the meetings, see Appendix 2.

This document records details from the meetings and key outputs. Full meeting notes and minutes are available in the Appendices.

¹ Pembrokeshire Coast National Park Planning application refusal http://www.pembrokeshirecoast.org.uk/Files/files/Committee/DM/2015/16_12_2015/NP_15_0338.pdf

2. Project Event Team and Overview

PCF is experienced in delivering engagement events on behalf of stakeholders including local communities, public bodies, private business and Government. PCF provides a neutral platform for engagement, dialogue and discussion by members of the public and stakeholders and are ideally placed to question, listen and report on stakeholder viewpoints, offering complete impartiality.

2.1 PCF approach and methodology

PCF prepared a draft plan of events with a specific focus to keep the process moving. The dates, focus of the discussion and venues included:

Initial meeting with organisations

6th May 2016, Cooke and Arkwright Building, Bridgend

Aim: PCF to facilitate an initial meeting between organisations (RNLI, RSPB, PBA, CE and PCNPA) to collect information to date

Current situation: YOUR issues, concerns & constraints

25th May 6.30-9pm, St. David's Memorial Hall

Aim: Confirm issues, concerns and 'ideal state' from all

Idea generation: A 'drop in session' to capture YOUR ideas

23rd June 2-9pm, St. David's Memorial Hall

Aim: Invite wider stakeholders to bring potential ideas /solutions to previous issues raised concerning St Justinian's.

Looking forward: Refining YOUR ideas & agreeing action

5th July 6.30-9pm, St. David's Memorial Hall

Aim: Invite wider stakeholders to suggest ideas on how to ensure the solution(s) can be delivered and worked on by all

Moving forward: Putting ideas into practice - YOUR future plan

19th July 6.30-9pm, Oriol y Parc Gallery

Aim: Invite wider stakeholders to the meeting to discuss how they will ensure the possible solution will work. Turning ideas into reality!

Invitation to St. Justinian's stakeholder engagement events 2016

The aim of the events are to facilitate discussion among the interested stakeholders associated with St. Justinian's on how best to manage the facilities and area going forward.

All those interested are welcome to provide input at the venues on the following dates


Wednesday 25th May 6.30-9pm, St. David's Memorial Hall
Current situation: YOUR issues, concerns & constraints

Thursday 23rd June 2-9pm, St. David's Memorial Hall
Idea generation: A 'drop in session' to capture YOUR ideas

Tuesday 5th July 6.30-9pm, St. David's Memorial Hall
Looking forward: Refining YOUR ideas and agreeing actions

Tuesday 19th July 6.30-9pm, Oriol y Parc Gallery, SA62 6NW
Moving forward: Putting ideas into practice - YOUR future plan

To ensure all attendees are catered for, we recommend booking your place for each of the meetings. Please contact PCF on 01646 405694 or email jodie.mcgregor@pembrokeshirecoastalforum.org.uk.


Image of RNLI Station (2014), Ramsey Island, and aerial view of St. Justinian's

Pembrokeshire Coastal Forum is a Community Interest Company that will act as an impartial chair to prepare, manage, facilitate and report (without interpretation) on a succession of stakeholder engagement events concerning St. Justinian's.

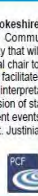


Fig 2: Stakeholder event invitation

An invitation was produced by PCF to aid promotion of the events (see Figure 2 or Appendix 1). This invitation was sent to stakeholders who had been involved in previous discussions and meetings held in the past. PCF sought throughout to invite all stakeholders and when new names were suggested, they were invited to participate. This applied particularly to local landowners once they had been identified. For a full list of invitees and their attendance of the meetings, see Appendix 2.

3. Results and feedback

Every opportunity was given to all stakeholders to input and engage in a dialogue regarding the **future access** (both marine and terrestrial) and **visitor parking** at St. Justinian's. This was predominantly undertaken through meetings, of which the final two meetings were recorded using a dictaphone. The use of email and written letters, phone conversation and 1:1 meetings were also conducted. The meetings were designed to:

- Collect information about the previous activities and history of the area,
- Collect information about current issues and concerns,
- Collect ideas about future aspirations from all perspectives looking at common themes and
- Collect information about how this could be implemented by all the stakeholders around the table, drawing on consensus and how the stakeholders could move forward.

This section of the report highlights the main aims, areas of discussion and outcomes of each meeting. From the meetings, PCF became aware of the history associated with the location and activities of St Justinian's. Nick Ainger (PCF Chair) made it very clear that the stakeholders should keep the discussions moving forward and try to adhere to the aims and focus of the meetings as much as possible. It was also made clear that the history of the area was key to understanding the future however, there would be a reluctance to keep revisiting the past. If any further comments needed to be made, everyone was given the opportunity to email PCF or write further comments on flip charts during meetings. It must be noted that all minutes taken are verbatim and have not been interpreted. For the full list of minutes, see Appendix 6. The meetings finally gave rise to a list of potential scenarios (Figure 6) which the stakeholders then agreed on and considered the next steps forward.

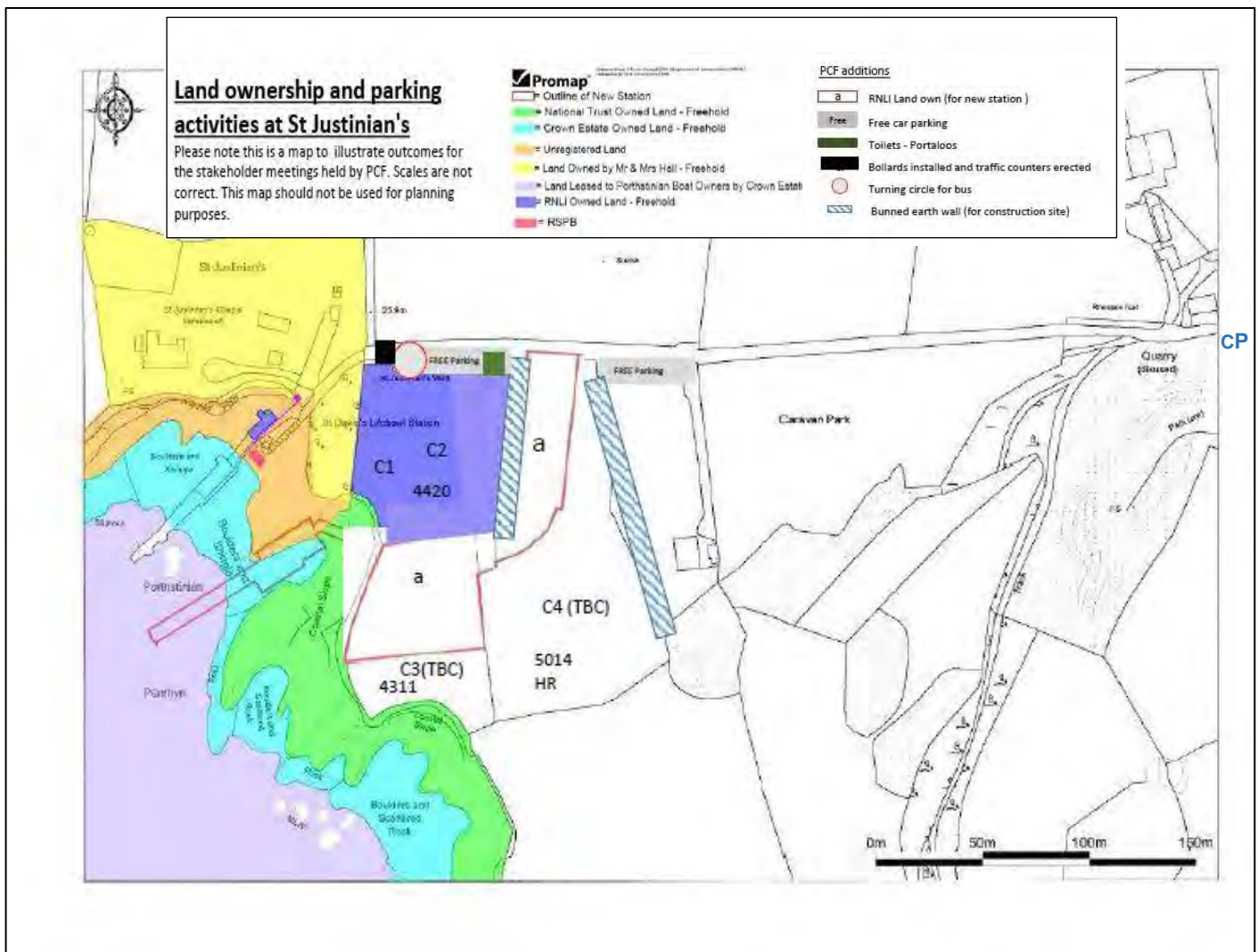


Fig 3: PCF Map illustrating matrix of land use: land ownership, features, covenants (some still TBC), field numbers and ownership of fields (HR=Hicks Robert) (Note Rhosson Car Park (CP) is just off the map west of map).

3.1 St Justinian's - current situation

St Justinian's is a small area with a large variety of activities taking place. Evidence was collected from the stakeholders who highlighted the following points:

- Honey pot site for tourists. Types of tourists include: boat trippers around and to Ramsey Island, those visiting RNLI station, wanting to take in the view, walkers (good circular routes), cyclists, holiday makers at caravan park and campsites, kayakers - 'the Bitches' and Ramsey, home owners, employees, contractors and service providers (RNLI/TEL Ltd/deliveries/commercial boat owners).
- Historic arrangements between RNLI, volunteers and commercial boat people.
- Commercial boat operations (Ramsey/Wildlife/scenic tours/Adrenalin rides) have developed over a long period. Passenger numbers have plateaued in recent years.
- RNLI life boat station, a listed building which will be decommissioned in October 2016 when the new one becomes operational. Future of the building needs to be resolved. The delisting process of a listed building could take 5-7 years and is not guaranteed.
- The original slip beneath the old RNLI building is an embarkation point for private and commercial operations who are part of the PBA. The slipway can be slippery due to algae build-up. Insurances are held by the private boat owners. Public liability insurance for the main slipway is provided by the RNLI. The RNLI will continue to do so all the time the building is erect. *(CAVEAT: This paragraph is awaiting confirmation from RNLI legal team)*
- There are 6 wildlife boat trip companies operating out of St Justinian's throughout the day with up to 7x12 seater ribs 1x12 seater landing craft and 1 x 40 seater vessel operating throughout the day (see Appendix 3 for company details)
- Wales Activity Mapping survey of 2013 estimates the economic impact of wildlife boat trips out of St Justinian's area to be in the region £9.7million to the local economy ².
- The steps down to the slipway are an unregistered site. It is unclear who has responsibility for them. PCNPA maintain the Right of Way from the gate to the Coastal Path (which is 38m x 1.3m wide). See Appendix 4 for map.
- The RSPB have a legal right of way from the road down the steps to the slipway.
- Car parks: In the past there was a seasonal carpark close to the cliff edge in field 4420 known as 'Henry's Field'. For the past 10 years, there has been a seasonal car park at Rhosson (500m from the access to the lifeboat station) operating under a temporary consent from PCNPA. PCNPA refused a further extension of the temporary consent in December 2015³.
- Traffic movement of vehicles: St Justinian's is a dead end road to the coast and there are approximately 25 free car parking spots at the end of the narrow road. A turning circle is available for the Coastal Cruiser. There are double yellow lines all the way down to the bays (but does not include the bays).
- Portaloo toilets are available for use. Maintained by a contribution from PBA and St David's City Council.
- Vehicles using the area include bus – coastal cruiser, cars, vans, campervans, bicycles, motorbikes, utility tankers, tractors, diesel tankers and emergency service vehicles.
- The most up to date data from Traffic surveys and customer surveys were taken in 2007 and 2011 by PCC for PCNPA. The report is a draft version (see Appendix 5).
- Layers of protection – SAC, Historic Landscape, SSSI and RSPB reserve – all of which is within the National Park (highest landscape designation in UK).
- Private land: Boat operators, visitors and RNLI staff have to pass over private land to have access to the slipway.

² Wales Activity Mapping 2013 report, Page ix <http://www.walesactivitymapping.org.uk/wp-content/uploads/2013/07/Wales-Activity-Mapping-Economic-Valuation-of-Marine-Recreation-Activity-Non-Tech-Summary-Nov-2013.pdf>

³ Pembrokeshire Coast National Park Planning application refusal 2015 : http://www.pembrokeshirecoast.org.uk/Files/files/Committee/DM/2015/16_12_2015/NP_15_0338.pdf

- Other launch sites: St Justinian's is the only deep water haven between Fishguard and Milford Haven. The PBA agreed that there were no other appropriate sites to embark from. If constant access and use of the slipway is not secured, the future for the commercial and private boat operators would be threatened.
- Land is owned by four private landowners and three charities (NT, RSPB and RNLI). The charities have in-house expertise in legal, visioning, marketing and fundraising.

3.1.1 Relevant local policy

Statement from the Pembrokeshire Coast National Park adopted Local Development Plan⁴ (end date 2021).

"The vision for the National Park below describes the land use elements of the National Park Management Plan Vision 28. It has a 15 year horizon, is particular to this National Park, takes account of the Welsh Assembly Government's agenda and policy and regional, partner and neighbouring authorities' strategies and plans, reflects national and international trends and captures the essence of what people have told us in surveys and conferences. It aims to achieve this through the following objectives:

A. Special Qualities

B. Major development, the potential for growth

C. Climate change, sustainable design, flooding, sustainable energy

D. Visitor economy, employment and rural diversification

E. Affordable housing and housing growth and

F. *Community facilities* Objective F policies include: To improve and promote accessibility by appropriate means and at appropriate times for the people who live, work, rest and play in the National Park whilst reducing the need to travel by private car. (Policy 52, Policy 53 and Policy 54)

Policy 52 SUSTAINABLE TRANSPORT (Strategy Policy)

To ensure that during the Local Development Plan period, land use planning opportunities are taken to improve and promote accessibility and reduce the need to travel by car by:

- Permitting proposals that assist in delivering improved traffic and parking management;
- Permitting facilities to improve public transport by helping to link between travel modes or providing facilities for passengers;
- Ensuring new development is well designed by providing appropriate access for pedestrians, cyclists, vehicles;
- Not permitting proposals that cause significant concerns about potential transport impacts which cannot be satisfactorily mitigated.

Policy 53 Impacts of Traffic

Development will be permitted where appropriate access can be achieved. Instances where access will be considered to be inappropriate are:

- Traffic is likely to generate an unacceptable impact on congested areas or at times of peak traffic flows; or
- traffic is likely to be generated at inappropriate times such as late at night in residential areas; or
- where there is an unacceptable impact on road safety; or
- where significant environmental damage would be caused and cannot be mitigated.

Policy 54 Cycleways

New cycleways will be permitted where they:

- have as little adverse environmental impact as feasible, and where necessary incorporate mitigation measures;
- fulfil a strategic or local need (for instance forming part of or a link to the National Cycle Network); or
- contribute to road safety improvements (separation of cycle traffic from motor vehicles for example); or
- provide improved opportunities for sustainable travel (particularly within or between the main centres and large centres of the County and also to and from major tourist attractions); or
- reduce traffic congestion in an historic centre, at a rural/coastal attraction or at schools and along well used routes to and from them."

⁴ Local Development PlanText 2010: <http://www.pembrokeshirecoast.org.uk/default.asp?PID=546>

Statement from the Joint Transport Plan⁵ of which PCC is a part of:

“To improve transport and access within and beyond the region to facilitate economic regeneration, reduce deprivation and support the development and of more sustainable and healthier modes of transport

- *To improve the efficiency and reliability of the movement of people and freight within and beyond South West Wales to support economic growth in the City Region*
- *To improve access for all to a wide range of services and facilities including employment and business, education and training, health care, tourism and leisure activities*
- *To improve the sustainability of transport by improving the range and quality of, and awareness about, transport options, including those which improve health and wellbeing*
- *To improve integration between policies, service provision and modes of transport in South West Wales*
- *To implement measures which will protect and enhance the natural and built environment and reduce the adverse impact of transport on health and climate change*
- *To improve road safety and personal security in South West Wales”*



Fig 4: PCF sketch map and photos illustrating the matrix of land use. Real time traffic issues (Photos taken 13th July 2016, PCF)

⁵ Joint transport plan for South West Wales 2015-2020 https://www.pembrokeshire.gov.uk/content.asp?nav=101_100&parent_directory_id=646&id=31891&d1=0

3.2.1 Initial meeting with organisations

Date and Venue: 5th May 2016 (13.00-15.00pm), C&A Building, Bridgend

Aim: PCF to facilitate an initial meeting between organisations (RNLI, RSPB, PBA, CE and PCNPA) to collate information to date.

Discussion: Originally this part of the stakeholder engagement was planned as 1:1 meetings with each organisation. Following discussion with RNLI and PBA, who were meeting the Crown Estate agents that morning, PCF and PCNPA were invited to conduct the 'initial meeting' in the afternoon at Cooke & Arkwright offices in Bridgend. The meeting was based around collecting up-to-date information from the stakeholders and identifying the main issues at St. Justinian's.

Main outcomes of meeting: PCF were able to gather feedback of the draft plan for wider stakeholder engagement and it was agreed by all attendees. This group were able to provide a list of wider stakeholders that PCF should consider. A list of issues and concerns from individual perspectives were presented and captured (see Appendix 6 for full meeting minutes) and a draft plan of meetings agreed.

They gave the following potential ideas for St Justinian's

- Long term sustainable embarkation facilities with toilets and parking in conjunction with buses and car parking facilities.
- Changes to be sympathetic to the environment and vision for the area
- Make use of deep slip
- Timely input from planners
- Effective demolition and removal of the current RNLI lifeboat station
- Clarification of future funding opportunities
- Economic case for a partnership
- The PBA are considering setting up a Community Interest Company or legal entity

3.2.2 Current situation meeting: YOUR issues, concerns & constraints

Date and Venue: 25th May 6.30-9pm, St. David's Memorial Hall

Aim: Confirm issues, concerns and 'ideal state' from wider stakeholders

Discussion: This meeting was aimed at developing the discussion of issues and concerns and constraints among the wider stakeholders of St Justinian's. The opportunity to mention an ideal state was introduced. This would be further explored at the next meeting. For full list of attendees see Appendix 2.

Main outcomes of meeting: The meeting allowed all attendees to express views and opinions regarding the historic and current issues and constraints at St. Justinian's.

The issues were grouped together under similar headings these included:

- Access: Safety (visitors and pedestrians and RNLI shouts) / commercial / RoW
- Facilities and Parking
- Tourism numbers and local jobs / economy
- Sustainable Transport
- Working together/ funding / vision for the future

See Appendix 6 for full notes of the meetings and tables of issues and concerns.

- **Traffic Congestion**
- **Fly parking**
- **Emergency RNLI Shouts**
- **Toilet facilities**
- **Pedestrian safety**
- **Continuity of coastal carparks**
- **Insurance**
- **Covenants**
- **Planning goal post change**
- **Private land – ransom**
- **Visual Landscape impact**
- **Sustainable management of assets**
- **Variety of users**
- **RoW**
- **Increased Visitor number**
- **Potential energy regeneration**
- **Unsustainable use of RoW**
- **Customer satisfaction**
- **Visitors don't use P+R when car parks and free bays are available**
- **Capacity of carpark in St David's**
- **No data on passengers numbers**
- **Expensive bus fares**
- **Any solution is evidence led**
- **Conflicting policies from the Parks**
- **External advertising of area (Visit Wales)**



Fig 5. List of issues and concerns and constraints given by stakeholders. Photos submitted by stakeholders

3.2.3 Idea generation meeting: A 'drop in session' to capture YOUR ideas

Date and Venue: 23rd June 2-9pm, St. David's Memorial Hall

Aim: Invite wider stakeholders to bring ideas of potential solution(s) to previous issues raised that face St Justinian's.

Discussion: This session allowed the stakeholders to 'drop-in' at a convenient time across the afternoon / evening. Attendees were given the opportunity to offer any ideas for the **future access** (both marine and terrestrial) and **visitor parking** at St. Justinian's.

Main outcomes of meeting: The session was well attended. The main ideas that attendees provided:

Future access (both marine and terrestrial)

- Part demolition of RNLI building
- Restricted access to St. Justinian's

Visitor parking (and facilities)

- All boat operators to encourage the use of a bus even if a seasonal carpark is provided
- Seasonal temporary carpark in RNLI's access field
- Seasonal temporary car park where currently located next to Rhosson farm – some hedge screening
- Joint parking and Park & Ride scheme
- Restricted access to St Justinian's (traffic order) with a permit only system with exceptions for organised groups / residents and service vehicles. Parking attendant
- Provide a parking attendant on high season
- Toilet facilities

Others:

- Changes to be sympathetic to the environment and vision for the area
- Customer survey
- Economic case for a partnership
- Landscape appraisal
- Landscape sensitivity map
- The PBA to form a company or legal entity

For the full list of individuals ideas that had come from the meeting see table of ideas in Appendix 6.

3.2.4 Looking forward meeting - refining YOUR ideas & agreeing actions

Date and Venue: 5th July 6.30-9pm, St. David's Memorial Hall

Aim: Invite wider stakeholders to suggest ideas on how to ensure the solution(s) can be delivered and worked on by all.

Discussion: This meeting reviewed the previous issues/concerns and ideas as put forward by the stakeholders.

Main outcomes of meeting: The main discussion revolved around the tables of issues concerns and constraints (see Appendix 6) which gave a list of the ideas for the site. The attendees were encouraged to come to a consensus about plans for future access and future parking facilities to be examined in more detail at the final meeting. The stakeholders were unable to come to a consensus. PCF used all the information gathered to put forward the scenarios at the next meeting for both access (marine and terrestrial) and parking facilities.

3.2.5 Moving forward meeting - putting ideas into practice - YOUR future plan

Date and Venue: 19th July 6.30-9pm, Oriol y Parc Gallery

Aim: To invite wider stakeholders to agree on and discuss the process of how possible solutions could work.

Discussion: Due to lack of consensus from the previous meeting stakeholders were presented with a list of potential scenarios relating to access to the water and car parking facilities (see Figure 6 for the full list of scenarios).

Main outcomes of meeting: The stakeholders discussed the scenarios and amendments were made to the document. The stakeholders agreed a statement of common ground and agreed on the scenarios that they wanted to see move forward.

Statement of common ground:

- ✓ St Justinian's is a great visitor attraction.
- ✓ Need to secure slipway as key part of local infrastructure.
- ✓ Need to count number of visitors, identify peak periods and reason for visit. Carry out customer survey, pedestrian and vehicle count.
- ✓ Boat trips are an important employer and contributor to local economy.
- ✓ Toilet facilities are needed.
- ✓ Recognise wide use of the area - there are a variety of visitors that use St. Justinian's e.g. walkers, view point photographers, RNLI visitors, boat trippers, kayakers, island visitors, home owners, utilities, holiday lets for example.

Scenarios A-G were put forward to the stakeholders for discussion and agreement. To view amended scenarios, see Figure 6.

Scenario A: *RNLI building purchased and operated by new local organisation*

Scenario B: *Building demolition and slipway upgrade and operated by a new local organisation*

Scenario C: *Alternative for access (no alternative was given by stakeholders on 19th July, but a virtual suggestion by a stakeholder did offer an alternative)*

Scenario D: *P+R scheme from city centre with no seasonal car park at to St. Justinian's*

Scenario E: *Seasonal car parking facility in field at Rhosson and a Park + Ride to St Justinian's*

Scenario F: *Seasonal car parking and toilet facility in field 'x' (TBC) close to gateway and Park + Ride to St. Justinian's*

Scenario G: *Alternative for car parking (no alternative was given)*

The stakeholders agreed that **Scenario B** is the preferred option for access at St. Justinian's, however the group discussed that Scenario A will probably be the reality for the interim. The stakeholders agreed that the most suitable solution for seasonal car parking is either scenario E or F. Scenario D was discounted as the stakeholders agreed that a P+R scheme without a seasonal carpark could not provide the capacity needed, that it was not financially viable for boat operators to provide transport, that many car journeys were not related to boat trips, that previous experience showed illegal and dangerous fly parking occurred when there was no seasonal carpark. PCC accepted that a P+R scheme in isolation may not be the best option and may not work however with a seasonal carpark in the area may be a practical solution.

RG added outside the meeting for record : Think it should be left open that at a future time PCC or others may want to re-look at this but at the current time (and for some time to come) I acknowledge that a bus only option does not appear viable.

Fig 6 : Scenario's put forward and commented on by the stakeholder

Moving forward: Putting ideas into practice - YOUR future plan Moving forward scenarios put forward using ideas and comments collected from the previous meetings.

Statement of common ground: The group agree that • St Justinian's is a great visitor attraction • Boat trips are an important employer and contributor to local economy • Need to count number of visitors, identify peak periods and reason for visit. Carry out customer survey, pedestrian and vehicle count • Recognise wide use of the area - there are a variety of visitors that use St. Justinian's e.g.: walkers, view point photographers, RNLI visitors, boat trippers, kayakers, island visitors, home owners, utilities, holiday-lets, etc. • Need to secure slipway as keep part of local infrastructure • Toilet facilities are needed

LONG TERM SOLUTIONS to ACCESS: RNLI BUILDING and SLIP WAY

Scenario A

RNLI building purchased and operated by new local organisation

- + Iconic building would remain.
- + Could house facilities such as café, toilet, marine interpretation centre or marine energy monitoring and Museum.
- + Income from users would help maintenance cost.
- COST: possible initial capital cost and potentially high maintenance cost.
- Inappropriate WC facilities.
- Listed building status.
- Uncertainty of ownership.
- Insurance and public liability.
- Listed building status
- Lack of toilet facilities for visitors.
- Health and safety.
- Disabled access maybe difficult.
- The building spoils the view now there are two buildings.
- Increase footfall if new use is made of the building.

Future actions to consider

- Legal entity must be established if locally controlled option is to succeed.
- Funding sources (HLF/CCF)?
- Is there an RNLI contribution?
- Potential Levy on users?
- Clarify maintenance of facilities / steps / winch / ROW

Scenario B

Building demolition and slipway upgrade

- + Safer access onto the boats both commercial and non-commercial.
- + Long term / permanent solution.
- + Lower maintenance costs.
- + Could transfer building to St. Fagan's Museum if able to demonstrate that they could meet demolition cost.
- + Improve view with no building there.
- Full demolition planning issue.
- Difficulty of obtaining demolition consent.
- Demolition timescale.
- Large capital cost.
- Capital cost to upgrade the slip.
- Cost of demolitions application.
- Who will be lead partners?
- Long Process (Could take 5-7 years)
- Maintenance costs

Future actions to consider:

- Legal entity must be established if locally controlled option is to succeed.
- Funding sources (HLF/CCF(needs to have planning in place)/LEADER/SDF)?
- Is there an RNLI contribution?
- RNLI to process demolition application.
- Clarify maintenance of facilities / steps / winch / ROW
- Potential Levy on users?
- **Caveat:** Listed building status and National Planning process and Planning permission given.

Scenario C

Group Alternative

No other alternatives were given by the group.

A Stakeholder unable to attend the meetings gave the following idea:

- In field being used as access for RNLI building raise hedge along road approx.2/3ft. Lower land by 2ft field sided (below the bungalow) erect toilet/ shower block & cafeteria Parking could be screened off for the public.
- Or
- Do the same on the far side field which is the next to the new RNLI station. Banned bird hide for RSPB and visitors in the hedge.

Scenario D

FULL P+R scheme from city centre to St Justinian

- + Less cars on road
- + Significant improvement of sustainable transport in St. David's area.
- + Improved possibility of quiet enjoyment of the area.
- + Reduces visual impact of a car park.
- + Pedestrian safety is improved with fewer cars.
- + P+R complementary to other ideas considered for transport.
- + 2014 adoption – promoting sustainable.
- + Meets PCC objectives from the [Joint Transport Plan for SW Wales 2015-2020 \(Page 9\)](#).
- For a family the cost of P+R encourages car use.
- Local view based on experience P+R scheme will only address a small but important part of the issue.
- Current evidence and surveys of 2006 and 2011 showed a low uptake of P+R use. Can't make people use the buses. 93% of customers asked in the 2011 survey said they would not use it.
- Conventional P+R are operated by a relevant authority not the private sector.
- 2006/11 survey show approximately 50% of car traffic was specifically related to boat trips.
- Previous experience with a 15min service at peak times could not meet theoretical demand of boat passengers alone.
- The experience of the voluntary P+R schemes provided by both public and private sector is little take-up.
- Alternative is complete Vehicle access restriction with a Prohibition order, which is a non-starter because.....the area requires access by RNLI, Campsite, Caravan Park, TEL, Businesses, Disabled access, farm vehicles, home owners, services and utility providers and would be VERY difficult and costly to enforce.
- Very unlikely extra subsidy will be available to improve P+R.
- Private sector will not take on financial and logistical burden or providing transport. This has been tried in the past and is deemed financially unviable.
- Customers are dripping wet – the buses are not ideal.
- Bus restricted due to narrow road to a 16 seater.

Future actions to consider:

- Pedestrian and vehicle counts required by PCC.
- Coastal path count by PCNPA.
- Can there be capping at costs for buses ?

Scenario E

SEASONAL Car parking facility in field at Rhosson and P+R down to St Justinian's

- + Meets peak demand for parking.
- + Reduces illegal fly parking.
- Refused planning consent on the grounds of impact on surrounding listed building and landscape.
- Only had temporary consent for last decade and in December 2015 refused planning.
- Its distance (approx. 500m) from 'gateway' to St. Just. This encourages vehicles to drive down to 'gateway' to look for a free space. If none available drop passengers off, return to Rhosson car park to finally to park and pay and then walk down. This double traffic movement on a single track road adds to congestion at the FREE parking areas and bus turning area at St. Justinian's.
- Increased pedestrian movement along a single track road used by a range of vehicles – SAFETY ASPECT.
- Pembrokeshire parking services sometime give out tickets.
- Doesn't address the lack of toilets.

Future actions to consider:

- Appeal against planning refusal.
- Look at disabled access and parking prohibition at the free bays.
- Toilet facilities to be considered.

Scenario F

SEASONAL car parking and toilet facility in field x (TBC) close to gateway and P+R down to St Justinian's

- + Meet peak demand for parking requirements for all types of visitors.
- + Reduces illegal fly parking.
- + 4 stakeholders have the experience of managing carparks.
- + Experience of 'Henrys field' when used in the past – operated successfully, but problem was visual impact.
- + Closer to the 'gateway' for St Justinian.
- + Safer access for pedestrians (less pedestrians on road).
- + Could host toilet facilities – visual impact can be mitigated if required.
- + Seasonal parking for peak periods only (March –October).
- + Potential physical mitigation to significantly reduce visual impact. The temporary embankment created to the east of the construction compound is a current example.
- + Income from car parking could contribute to maintenance of St. Justinian's infrastructure – steps etc.
- + A car park will stay as a green field.
- + Make the free bays 'Permit holders only bays'.
- Cost of infrastructure.
- Potential visual impact if NOT mitigated.
- Cost of purchase / lease of land.
- Planning permission required
- Ownership of filed needs to be secured.
- The old infrastructure of the roads.
- The buses are not deemed as sustainable as there are usually very limited passengers.

Future actions to consider:

- Lead organisation needs to be identified (St. David's City Council) with working group members.
- Could the community council negotiate with landowners?
- Advice from landscape expert prior to planning application.

Scenario G Group Alternative No other alternatives were given by the group.

4. Conclusions and recommendations

PCF completed the task of acting as an impartial chair to; prepare, manage, facilitate and report (*without interpretation*) on a succession of stakeholder engagement events focussed on the **future access** (both marine and terrestrial) and **visitor parking** at St. Justinian's. The comments and ideas provided by the stakeholders have given a varied range of views and opinions, all of which have the same weighting in importance.

It has been made clear that if the future of St Justinian's is to be a positive one, there needs to be a vision or plan for the wider area and its interactions. Progress will be based upon compromise between every stakeholder which requires, time, trust and diplomacy

Following the final meeting on 19th July, the stakeholders agreed the following recommendations that should be taken in the next steps:

- There needs to be a **Vision and Management plan** for the area
- The establishment of a **smaller working group with a lead partner** - tapping into some of the external funding potentially available for the development of situation at St Justinian's.
- Solutions should be factually based and customer led. **A Customer survey should be conducted summer 2016** – To ensure a comprehensive understanding of how visitors make use of this area and their expectations. PCF offered to design a list of questions (subject to group's comments). The stakeholders need to arrange a lead to move this forward before the end of the summer holidays 2016.
- Neutral body to take role of lead (TBC)
- Neutral body to take lead on any **planning applications if needed**
- PBA to become a **legal entity**
- To have up to date data:
 - o **Traffic vehicle counter** to be installed near Rhosson
 - o **Pedestrian counter** at gate to be installed.

General comments and feedback that this engagement process has revealed from the stakeholders include:

- members felt that when the new RNLI build was being planned there was little foresight to engage with all stakeholders to come up with a wider plan.
- some members felt initially that there was a National Park 'agenda' behind these meetings and a conspiracy against the commercial operations at St. Justinian's.
- huge progress has been made with PCC who have agreed that a sole P+R only scheme will not benefit the area and that a combination of P+R and a car park is required .
- members felt that great progress has been made with the group working together.

Due to the complex nature of issues, timescales and a degree of unknowns at St. Justinian's, the stakeholders did not conclude with a definite final answer to all of the issues. However, general agreement was achieved on the best ways to resolve long term slipway access and car parking. The stakeholders also agreed that much progress had been made, with every organisation being represented around the table. To the best of PCF's ability, all issues, concerns and ideas have been gathered and brought together.

5. Appendices

5.1 Appendix 1: Invitation to meetings

Invitation to St. Justinian's stakeholder engagement events 2016

The aim of the events are to facilitate discussion among the interested stakeholders associated with St. Justinian's on how best to manage the facilities and area going forward.

All those interested are welcome to provide input at the venues on the following dates

Wednesday 25th May 6.30-9pm, St. David's Memorial Hall
Current situation: YOUR issues, concerns & constraints

Thursday 23rd June 2-9pm, St. David's Memorial Hall
Idea generation: A 'drop in session' to capture YOUR ideas

Tuesday 5th July 6.30-9pm, St. David's Memorial Hall
Looking forward: Refining YOUR ideas and agreeing actions

Tuesday 19th July 6.30-9pm, Oriel y Parc Gallery, SA62 6NW
Moving forward: Putting ideas into practice - YOUR future plan

To ensure all attendees are catered for, we recommend booking your place for each of the meetings. Please contact PCF on 01646 405694 or email jodie.mcgregor@pembrokeshirecoastalforum.org.uk.



Pembrokeshire Coastal Forum is a Community Interest Company that will act as an impartial chair to prepare, manage, facilitate and report (without interpretation) on a succession of stakeholder engagement events concerning St. Justinian's.



5.2 Appendix 2: Attendees at meetings

	Did not attend
	Unable to attend - sent apologies
	Attended (or sent someone else in their place (as noted))

	Name	Surname	Organisation	Fri 6 th May	Wed 25 th May	Thurs 23 rd June	Tues 5 th July	Tues 19 th July
1	Clive	Adshead	TEL					
2	Nick	Ainger	PCF					
3	Alison /Giles	Bird	Land owner					Giles (Son)
4	Tim	Brook	Commercial business					
5	David	Chant	St David's City Council					
6	Catherine Augusta Dilys	Evans	Landowner Field 5014					
7	Jane	Gibson	PCNPA					
8	Clive	Gotley	RNLI					
9	Ray	Greenwood	PCC					
10	Henry	Griffiths	Rhosson Farm					David (Son)
11	Mrs Kath	Hall	Land owner					
12	Callum	Hall	Land owner (Son)					
13	Clive	Hayes	Commercial business					
14	Cindy	Pearce	Commercial business					
15	Melville Hywel	Hicks Roberts	Landowner Field 5014					
16	John Phillips	Hicks Roberts	Landowner Field 5014					
17	Thomas	Hicks Roberts Davies	Landowner Field 5014					
18	Peter	Howe	PCC					
19	Rhian	Howells	Crown Estates					
20	Jonathan	Hughes	National Trust					
21	Ann	Humble	PBA					
22	Richard	Hutchings	Land owner					
23	John	James	Local Residents					
24	Cllr Glennys	James	St David's City Council					
25	Cllr Lyn	Jenkins	PCNPA - member					
26	Dai	Johns	RNLI					
27	Jenn	Jones	PCNPA Oriol y Parc					
28	David	Lloyd	St David's City Council					
29	Carole	Lloyd	Local Resident					
30	Doug	Malvein	St. David's Tourism Ass					
31	Jodie	McGregor	PCF					
32	Gary	Meopham	PCNPA					
33	Ian	Meopham	PCNPA					
34	Cellan	Michael	Land owners - RSPB					
35	Sarah	Middleton	PCNPA					
36	Gregg	Morgan	RSPB					
37	Rod	Perons	Crown Estates					
38	Jeremy	Powell	Land owners RSPB					
39	Bethan	Price	Commercial business					
40	Rhys	Price	Commercial business					
41	Dereck	Rees	Land Owner					
42	Karen	Rees	Land Owner					

43	Ffion	Rees	Commercial business					
44	Steve	Rees	Commercial business					
45	Sian / Alan	Richardson	Commercial business					
46	Mike	Rogers	Commercial business					
47	Julie	Rogers	Commercial business					
48	Mark	Steinforth	Commercial business					
49	Cllr Chris	Taylor	St David's City Council					
50	Darren	Thomas	PCC					
51	Andrew	Tuddenham	National Trust					
52	James	Wilcox	RNLI					
53	Chris	Williams	TEL					
54	Tom	Sutton	PBA					

5.3 Appendix 3: Commercial boat businesses at St. Justinian's

			Description on website of how to get to St. Justinian's embarkation.	40 seater	12 seater
Mark	Steinforth	Aquaphobia	Depart from St Justinian's Lifeboat Station, 10 mins' drive from St David's.	0	1
Mike /Julie	Rogers	Blue Ocean adventures	Parking is very limited at St Justinian's so we would love you to use this fantastic service! The Celtic Coaster departs for St Justinian's on the hour and the half hour from 09:00 to 18:00 Adults £1.50 children 16 and under free.	0	1
Clive Cindy	Hayes Pearce	Thousand Islands Expeditions	If you have checked with the booking office that conditions are fine for your trip, make your way to the boat departure point at St. Justinian's Lifeboat Station (SA62 6PY). Go to the bottom of the concrete steps leading to the Lifeboat Station and approach our boarding master 15 minutes before departure time. Access to the lifeboat station is down a large flight of concrete steps with handrails to the base of the cliff, up a steep flight of steps with handrails to the top of the lifeboat station then along the lifeboat station slipway.	1 – Ferry boat RSPB island Ramsey and boat tours	1 - Wildlife tours Grassholm island and Trips around Ramsey
Tim / Beth	Brook	Venture Jet	Parking at St Justinian itself is very limited. If there is no space in the lay-bys at the end of the road (common at busy times) there is a pay and display parking field about 10 minutes' walk from the harbour.	0	1
Bethan /Rhys	Price	Voyages of Discovery	In the summer months there is a bus service (that we financially support), you can walk, take a taxi or drive. If driving allow 30 minutes (tractors on road etc). Please remember that if you are late for your sailing there is no automatic refund. There is ample parking at St Justinian's. At the cliff side there are laybys with about 30 car spaces – these are free and there is a disabled space, but they fill up quickly. You may use this area as a drop off point if you are parking further up the road. About 250m up the road is Rhosson Car Park (100 spaces) signposted on the left. This is Pay and Display and is £3.00 for the full day. We own this car park (profits all used for our charitable means and to subsidise the bus service) so if you have any problems here then call us. If you have anybody not wanting to walk the 250 m then drop them off at the end of the road first	0	3 + 1 Landing vessels
Ffion	Rees	Falcon boats	There is ample parking at St Justinian's. At the cliff side there are laybys with about 30 car spaces – these are free and there is a disabled space, but they fill up quickly. You may use this area as a drop off point if you are parking further up the road. About 250m up the road is Rhosson Car Park (100 spaces) signposted on the left. This is Pay and Display and is £3.00 for the full day. There is also an hourly bus service that runs from St David's to St Justinian's during the season. This service is increased to every half hour during school holidays. Please make sure you also leave yourself enough time to park and walk down the steps to the slipway. Please be at the bottom of the St Justinian's steps, ready to board, 15 minutes prior to your departure time.	0	1

5.4 Appendix 4: Public path creation agreement and deed of dedication

THIS PUBLIC PATH AGREEMENT is made the 15th day of December 1999, BETWEEN Mr John Senior Stern, Sevington House, Sevington, Grittleton, Chippenham, Wiltshire ("the Owner") (1), and THE PEMBROKESHIRE COAST NATIONAL PARK AUTHORITY of Winch Lane, Haverfordwest in the County of Pembrokeshire ("the Authority")(2).

(1) **WHEREAS** the Owner is seized in fee simple in possession, of the land situate within the Pembrokeshire Coast National Park known as St Justinians, St Davids and shown on the plan annexed for the purposes of identification and coloured pink.

(2) It is intended to dedicate a public right of way as a footpath across the said land, and such a right of way is shown on the attached plan by broken lines.

(3) The Authority has consulted all local authorities in whose area the land is situate and has had due regard to the needs of agriculture and forestry.

NOW IT IS AGREED as follows:-

1. In consideration of the works mentioned below and agreements and conditions contained below, the Owner dedicates for use by the public for the purpose of a footpath, the strip of land shown on the plan annexed running from point A on the plan to point B, being a distance of 38 metres and a width of 1.3 metres.

TO THE INTENT that the said land be enjoyed by the public as a footpath.

2. The Authority will erect and thereafter maintain a gate at point A, where the footpath begins at the terminus of the road.

3. The Authority will erect and thereafter maintain a sign (Public footpath only - no unauthorised vehicles beyond this point) at point A, where the footpath begins at the terminus of the road, and erect and maintain vehicle bollards at the top of the access way by the verge to prevent parking by the gate.

4. The Authority will forever hereafter obtain and maintain public liability insurance regarding land hereby dedicated to use as a footpath and provide a copy to the owner at the Authority's expense, on being reasonably requested so to do.

5. The Authority will forever hereafter be responsible for the maintenance of the footpath and liaise with the owner before undertaking any repairs.

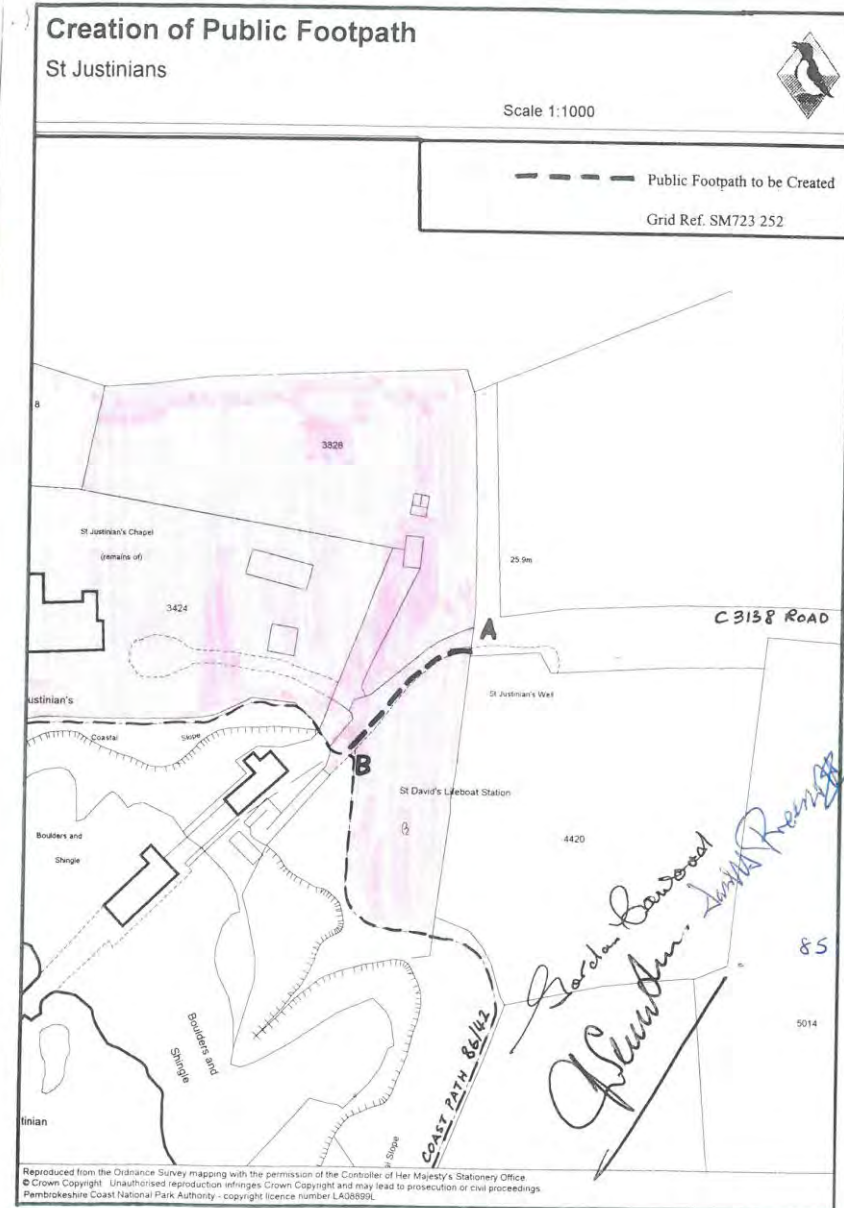
6. The Authority will not place or allow to be placed any wall or other structure on the said piece of land intended to be dedicated.

IN WITNESS whereof the owner has executed this Agreement as a Deed and the Authority has caused its Common Seal to be hereunto affixed the day and year first above written.

THE SCHEDULE

Description of route

The public footpath starts at the terminus of the county road C3138 at a gate, (point A) and descends along the southern side of the private drive to St Justinians House, to a point where it forms a junction with public footpath 86/42, which forms part of the Pembrokeshire Coast Path, (point B).



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5.5 Appendix 5: Summary result of traffic survey 2007 and customer survey taken in 2011

ST DAVID'S AND ST JUSTINIAN'S

Survey results August and September 2011

(CAVEAT this information provided by PCC is in draft stage and does not include conclusion and recommendations)

Contents

1. Introduction
2. Methodology
3. Survey Monday 22nd August 2011
4. Survey Tuesday 23rd August 2011
5. Survey Wednesday 24th August 2011
6. Summary 24-26 August 2011
7. St Justinian's Interview Surveys
8. St David's Interview Surveys
- ~~9. Car Park Summary~~
- ~~10. Provisional Conclusions~~

1. Introduction

The Pembrokeshire Coast National Parks Authority requested that officers undertake surveys in August and September of visitors at St David's and St Justinian's to update the similar surveys in 2005.

In 2005 the survey consisted of a week (5 days) counting cars and length of stay. Complementary surveys were undertaken in St Justinian's. The aim was to provide base data to inform decisions on measures to reduce the use of the car to access St Justinian's.

The survey work anticipated by PCNPA for summer Peak and September 2011 consisted of:

- a. Car Park Surveys at the TIC and St Justinian's Car Park.
- b. Boat user numbers.
- c. Bus passenger surveys between St David's and St Justinian's.
- d. Capacity assessment of Celtic Coaster bus service.
- e. Number of car users going to St Justinian's for the boat trips.

Merrivale and Quickwell Hill car parks were also surveyed as visitor traffic use those car parks as well as the Tourist Information Centre (TIC) Car Park.

2. The agreed methodology for the surveys were:

- Surveys would be undertaken over 3 days in each of August and September.
- There would be vehicle count surveys at TIC, Merrivale, Quickwell Hill, St Justinian's and St Justinian's lay-by car parks.
- Interview surveys at the TIC Car Park and St Justinian's.
- The surveys would be supplemented by car park ticketing data for each survey date.
- The drivers of the buses would log numbers.
- Boat Survey of boats and the number of passengers they carry.

3. Survey Monday 22nd August 2011

The weather was sunny on 22.08.11 at St David's and St Justinian's.

At St Justinian's the 25 spaces of the parking bays were filled from 9.30 a.m. to 3.00 p.m. with the disabled space also filled during most of this time. The pay and display car park was empty till 9.00 a.m. after which it gradually filled to peaking at 1.30 p.m. with 66 vehicles parked. The numbers declined thereafter but there were still 14 vehicles parked at 6.00 p.m.

12 cars/vans were recorded as being illegally parked opposite the parking bays at 10 a.m. which were booked by a traffic warden around 12.30 – 13.00 p.m.

The number of passengers on the 8 boats running between 9 a.m. and 6 p.m. totalled 439.

The Celtic Coaster was not surveyed that day but the numbers arriving were probably of the same order as those counted on Tuesday which was 63.

The average Boat trip length was 1 hour 4 minutes. Allowing for walking to/from a car and looking around the average time a car is parked may be 2 hours. A total of 1150 vehicles were counted at the ½ hour survey intervals. This equates to

approximately 287 vehicles at St Justinian's during the day with an estimated car occupancy of 2 (DfT WebTAG Section 3.5 Table 4).

There are the number of people visiting St Justinian's during 22nd August are estimated to be:

574 by car

63 by bus

637

In addition there will be a small number of visitors made up of occupants of vehicles not parked in the car park or parking bays, residents, resident's visitors, cyclists, walkers and others not otherwise estimated.

Those doing boat trips was counted as 439 which leaves approximately 200 visiting St Justinian's for other purposes (e.g. walkers).

For the dedicated service to St Justinian's (Coaster 3) there were 17 buses in the period equating to 272 passenger spaces (at 16 per bus) of which 37 were used. There were 20 Peninsula Services (Coaster 1 & 2) totalling 320 passenger spaces with 26 alighting at St Justinian's. If the same number of passengers remained on the bus at St Justinian's (26) the total excess capacity is 268 spaces (320-26-26).

Therefore the excess capacity of the Coastal buses is 503 spaces (268 + 272 - 37) which is over 85% of the total coming by car. However, the peakedness of demand means that the coaster buses would meet some proportion of demand under 85% if vehicles are banned.

The average Monday August 2007 automatic count for 9 a.m. to 6 p.m. was 1027 vehicles 2 way. This equates to 514 one way which is comparable to the 287 vehicles estimated from the car park surveys plus an allowance for those not parking (including pick up/drop off, taxi's) and others (eg residents, camping).

The average weekday flow in 2007 was similar at 1042 vehicles (9am-6pm). The weekend flows were similar.

The St David's car parks were well used with Merrivale car park being full from 11.30am to 2.00pm. At Merrivale a reference to additional (overflow) parking not in use is reported to have caused confusion and people parked on grass verges. Quickwell peaked at 87% full with 10 empty general spaces between 1pm and 2pm. The maximum general spaces used at the TIC/Grove Car Park was 127 out of 243 at 2.00pm (116 free).

The maximum parked at St Justinian's was 92 vehicles at 13.30 (88 at 14.00). These vehicles could be accommodated at the TIC car park.

4. Survey of Tuesday 23rd August

The weather was warm and dry.

The 25 parking bays at St Justinian's were full or nearly full between 9.30 a.m. and 5.00 p.m. with the availability of one space was noted at most count times within that period. The Pay and Display car park peaked at 55 vehicles (2.30 p.m. and 3.00 p.m.). The peak total car park demand was 81 vehicles (2.30 p.m.). In addition there were several illegally parked cars at peak times.

The total number of boat passengers counted between 9am and 6pm was 482. At St Justinian's 63 people arrived by Celtic Coaster.

The total count of 1010 parked vehicles (at half hourly intervals) equates approximately to 505 people based on average vehicle occupancy of 2 with duration of stay of 2 hours.

Therefore coming to St Justinian's were 505 by car plus 63 by bus totalling 568. Of these 482 were boat trippers. In addition there were mini bus parties and a party of 100 of school children noted.

There were 37 buses in total with 592 spaces in total (16 seaters). This is sufficient capacity to cover aggregate demand (568 people). This does not allow for the peakedness of demand.

At St David's Merrivale was full from 12.00 to 1.30pm. After 1pm the overspill car park was opened and was busy. Quickwell car park peaked at 1.30pm with all but 5 general spaces taken.

1.30pm was also when the TIC car park was at it's peak with 156 of the 243 used (64% capacity, 87 spaces free).

The maximum car occupancy at St Justinian's Car Park (81 at 2:30 p.m., 68 at 1:30 p.m.) could be accommodated at the TIC car park should vehicles currently parking at St Justinian's be diverted to the St David's TIC car park.

5. Survey of Wednesday 24th August

On the 24th August there were showers. The total number of boat passengers carried between 9.00 a.m. and 6.00 p.m. was 405.

The St Justinian's parking bays were generally full between 11:30 a.m. and 3 p.m.

There were a total of 915 vehicles parked at each half hour corresponding to approximately 458 people.

41 people arrived by Celtic Coaster which, with the estimate coming by car of 458, totals 499 pedestrians made up mainly of boat users of 405. The numbers going to St. Justinian's were down on the previous 2 days, presumably due to the poorer weather.

The 592 bus spaces in the 37 buses serving St Justinian's would have sufficient capacity for car users (not allowing for peakedness of demand).

At St David's Merrivale was full between 12.00 noon and 2.00 p.m. Gridlock was reported. Quickwell was full between 12 noon and 1pm. The TIC car park was fullest at 1pm when 159 of the 243 spaces were filled (65%, 84 free).

The demand for car parking in St. David's was marginally higher than in the previous 2 days, presumably due to the relatively poorer weather encouraging visitors to seek more sheltered activities.

6. Summary of 24th – 26th August

The 3 days 24th – 26th August survey results can be summarised in tabular form thus:

	22 nd Monday	23 rd Tuesday	24 th Wednesday
Weather	Sunny	Dry	Showers
St Justinian's			
Parking Bays Full	9.30 a.m. - 3.30 p.m.	9.30 a.m. - 5.00 p.m.	11.30a.m.- 3.00 p.m.
Total Car Park Demand peak (excluding illegal parking)	92 (1:30 pm)	81 (2:30 pm)	72 (2:00 pm)
Total boat passengers counted	439	482	405
Total arriving by Celtic Coaster		63	41
Total vehicles parked (summed ½ hours parking counts 8am-6pm).	1150	1010	915
St David's Car Parks	Spaces free at peak demand		
Merrivale	11.30 am -2.00 pm: none	12.00 noon -1.30 pm: none	12.00 noon – 4.00 pm: none
Quickwell	1.00 – 1.30 pm: 10 spaces	1.30pm: 5 spaces	12:00 noon – 1.00 pm: none
TIC	2:00 pm: 116 spaces	1.30pm: 87 spaces	1.00 pm: 84 spaces

The Celtic Coaster survey continued through till Sunday 28th August. Those arriving in St Justinian's by Celtic Coaster on these other days were:

Thursday 25th – 17 persons

Friday 26th – 30 persons

Saturday 27th – 36 persons

Sunday 28th – 113 persons

The Celtic coaster (403) services were surveyed for the six days Tuesday 23rd August to Sunday 28th August. Over that period a total of 300 passengers got off the bus at St. Justinian's and 357 got on the bus at an average of 50 off/ 60 on a day.

7. St Justinian's interview surveys

The interviews were near the boat station so boat users and those visiting the lifeboat station were interviewed though most walkers and other visitors were not. The result is that the interview survey distribution represents boat users well though not all visitors to St. Justinian's.

Over the 3 days of the **August** survey 82 people were interviewed. These represented an average party size of 3.8 people (310 people in all). In addition there was a representative of youth party of around 100 interviewed. 47 (59%) had come that day from the St. David's area, 26 (32%) from elsewhere in Pembrokeshire and 7 (9%) from elsewhere.

Of those interviewed 62 (85% of those replying) came by car and 5 (7%) by bus. It is probable that the perceived relative reliability of car as opposed to bus was a factor here as people were catching a boat for which they had already paid (typically £100 - £200 for a party of 4). The average parking stay is four and a half hours amongst those interviewed.

Although there may be theoretical potential for transfer of the car trips to public transport it is likely to be resisted in practise with consequent knock on effects for the boat station businesses.

Over the 3 days of the **September** survey 86 people were interviewed. These represented an average party size of 2.3 people (196 people in all). 24 (28%) had come that day from the St. David's area with the rest from West Wales.

Of those interviewed 70 (82% of those replying) came by car and 4 (5%) by bus. The average parking stay is approximately two hours amongst those interviewed.

8. St David's Interview Surveys

Over the 3 days of the **August** survey 231 people were interviewed with an average party size of 3.2 people (696 people in all). 44 (35%) come from St. David's and 65 (51%) from elsewhere Pembrokeshire. All but one interviewed had come by car (with 9 not responding).

35 of the 231 said they were going/had been to St. Justinian's that day of whom 20 were going on a boat trip. Slightly more were travelling to St. Justinian's (from the TIC car park) than by bus. 30% those interviewed were aware of the Celtic Coaster. 64% agreed with a bus only access to St. Justinian's with 6% saying no. Most would not be deterred from travelling to St. Justinian's by a bus only access to St. Justinian's.

Over the 3 days of the **September** survey 126 people were interviewed with an average party size of 2.3 people (291 people in all). 31 (25%) come from St. David's and 78 (62%) from elsewhere Pembrokeshire. All but one interviewed had come by car (with 3 not responding).

18 of the 126 said they were going/had been to St. Justinian's that day of whom 3 were going on a boat trip. Slightly more were travelling to St. Justinian's (from the TIC car park) than by bus. Half those interviewed were aware of the Celtic Coaster. About half agreed with a bus only access to St. Justinian's with 20% saying no. Most would not be deterred from travelling to St. Justinian's by a bus only access to St. Justinian's.

Automatic Traffic Count (2007)

16 -31 August 2007 2 way flows on St Justinian's Road (Site No 489)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day Av	7-Day Av
Totals									
12H,7-19	1160	1165	1213	1188	1312	1111	1192	1208	1191
16H,6-22	1318	1315	1372	1314	1509	1261	1358	1365	1349
18H,6-24	1333	1340	1388	1344	1540	1286	1377	1389	1372
24H,0-24	1338	1347	1391	1348	1546	1292	1396	1394	1379
Am	11:00	11:00	11:00	11:00	11:00	11:00	11:00		
Peak 144	144	155	159	128	129	146	146	144	
Pm	16:00	12:00	12:00	13:00	12:00	12:00	15:00		
Peak 136	133	130	129	142	128	133	134	133	

8 -22 June 2007 2 way flows on St Justinian's Road

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day Av	7-Day Av
Totals									
12H,7-19	469	442	418	400	455	505	505	437	456
16H,6-22	506	509	446	445	507	569	561	482	506
18H,6-24	509	517	453	453	515	580	565	489	513
24H,0-24	509	518	453	454	517	585	569	490	515
AM	9:00	11:00	11:00	10:00	10:00	10:00	11:00		
Peak 40	43	45	30	41	46	51	40	42	
Pm	12:00	12:00	14:00	16:00	13:00	16:00	16:00		
Peak 60	54	54	58	55	58	59	56	57	

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5.6 Appendix 6: Meeting notes

5.6.1 Meeting notes, 6th May

Subject	St Justinian's Stakeholder Engagement initial Meeting. Succession of stakeholder engagement events focused on the access (both marine and terrestrial) and visitor parking at St Justinian's. Notes from meeting : current situation Issues Concerns and Ideal State	Date	6th May 2016
Facilitator	Jodie McGregor and Nick Ainger (Chair)	Time	13.00 – 15.00
Location	Cooke and Arkwright, One Central Park, Western Avenue, Bridgend, CF31 3TZ	Scribe	Jodie McGregor (PCF)
Attendees	Rod Perons (Cooke and Arkwright – Crown Estates) Rhian Howells (Cooke and Arkwright – Crown Estates) Gary Meopham (Estates - PCNPA) Jeremy Powell (RSPB) Cellan Michael (RSPB) Ffion Rees (PBA) Ann Humble (PBA) Clive Hayes (PBA) Clive Gotley (RNLI) Jodie McGregor (PCF) Nick Ainger (PCF)		

Key Points Discussed		
No.	Agenda Topic	Highlights
1.	Introduction	<p>Nick Ainger (Chair) invited the group to give round the table introductions.</p> <p>Jodie McGregor from (PCF) explained that The Pembrokeshire Coastal Forum is a Community Interest Company. PCF have been approached by PCNPA to act as an <u>impartial chair</u> to; prepare, manage, facilitate and report (without interpretation) on a succession of stakeholder engagement events focused on the access (both marine and terrestrial) and visitor parking at St Justinian's.</p> <p>The aim of the events will be to facilitate discussion among the wider groups associated with St Justinian's and users of the slip way on how best to manage the facilities and area going forward.</p> <p>PCF would like to invite the group and wider stakeholders to the following forums that will be delivered in May, June and July 2016. They will ideally be set in a venue in St David's (unless otherwise noted).</p>
2.	Wider stakeholders PCF gave a list of the stakeholders that they have plans to engage with and asked the group to provide details of others missing from the list.	<p>The group gave the following additions to the wider stakeholder list:</p> <p>Aquaphobia Pencarnan Campsite: Sian and Alan Richardson Derick Rees, Trefeiddan, (local land owners) Mr and Mrs Hall Mr Roberts Owners at the Bungalows (Alison Bird)</p>
3.	Issues and concerns: To get PCF up to speed with the current situation, attendees were invited to provide information about their issues and concerns of the area. They were encouraged to bring with or offer information would assist with the scene setting exercise.	<p>RSPB</p> <ul style="list-style-type: none"> • Access: RSPB need to get to Ramsey Island as land owner. They're free-holders with deeds. Have right of access down steps. Own the free-hold of the diesel shed and the inclined hoist and associated hut • Access to water for boats and community • Landing facilities (only for dinghies) • Concern that changes on the mainland could undermine our ability to get visitors to the island. This would reduce our ability to help promote environmental/conservation messages and would also potentially reduce our ability to off-set the costs of running the island from the income we receive from visitors. • We highlighted that we annually take around 4000 visitors across to Ramsey and we have an upper limit set at 5000. • We flagged whether the shape of you brief should be determined by the group in order to ensure effective 'buy-in' from all parties and to reduce concern about you simply doing the National Parks work.

- Working as part of tourism attraction is important to us for numerous reasons and we include within this, our ability to be an effective part of the local community, helping with local employment etc. We have to be mindful of how changes can quickly threaten this.
- It's important for people to realise that whilst we're a national charity, we do not have lots of money simply waiting to be spent. We have to raise funds to undertake project work through grants etc
- We need to be sure that as we move forward, we do not try to jump to solutions before we've genuinely identified what the problem is. We also need to make sure that any solution is evidence led e.g. let's not suggest St Justinian's car parking can be displaced into St David's without genuinely proving there's parking capacity in St David's to accept it.
- We have concern over what feels like an in-equitable treatment of St Justinian's in comparison to other locations such as Martins Haven
- The future needs to be based on an accurate understanding not only of the needs of respective organisations but also on the needs of our customers – what are their expectations? We're sure that a portaloos on the side of a road doesn't meet most people's 21st century expectations of a quality experience to a national park.
- RSPB owns the freehold of Ramsey and associated outcrops. We also own the freehold of the winch hut, diesel shed and the hoist in between. We also have rights of access on the mainland, enabling us to have access from St Justinian's to Ramsey, which are covered within our deeds.
- What is the Park's vision for the St Justinian's area? Is this still a 'live' document?
<http://www.walesactivitymapping.org.uk/wp-content/uploads/2011/03/PCNPA-Recreation-Plan-2011-Low-Res1.pdf>
- It's important to remember that we're not in complete control. Projects such as the Wales Coast Path, VisitWales #findyourepic etc etc can have significant effects on public perception and are outside of the immediate control of the stakeholder group.

Boat Owners Association

- Access to the island for commercial operators.
- Parking facilities for boat owners to access their boats (non-commercial)
- Considerable loss of jobs.
- Parking – Buses VOD funded for 1 year. It was grid locked times due to passing places being caught up.
- Park has an agenda – local people are concerned
- NP changed the Clifftop parking in Pembs and have refused planning permission
- Double Yellow lines still outside of car park
- Booking sheds used to be at the end at St Just but were moved to town centre
- Tourism numbers have not increased.
- Engagement: BOA have asked the Parks to engage with them, but in the past Parks have said no. BOA commented that they are happy that the process is happening now and they are engaging.
- Facilities: Porta-loos are not acceptable for the number of visitors.
- Enable boat trips to continue to support the local economy
- Provision of parking to clear and allow passengers to access boat trips
- St David's parking capacity
- Solution to support and enable the economy
- Jobs – money into wider community
- PBA commercial operators able to run – viable business – loss of jobs, loss of income to the wider community.
- Buses cannot meet peak capacity and cause a bottle neck in places along the road

RNLI

- Long /short term access of slip
- New building is expected to be ready for October 2016
- RNLI do want to get rid of the building
- **Long Term:**
- RNLI are interested in surrendering the lease. They are considering part demolition TBC
- RNLI don't want to see BO and RSPB leaving
- **Short Term:**
- RNLI have obligations under current lease. Planning to get rid of public liability.
- The BOA will investigate and look into taking on the public liability.
- RNLI access to the new station for emergency access and shouts. The volunteers need to have unfettered access, there has been difficulty in the past. There are currently 6 parking spaces allocated on the new RNLI site.

Pembrokeshire Coast National Parks

- The planning department at the parks abide by an agreed planning policies.
- Reason for lack of engage to date is that the Parks do not have anything 'physical' to control to date. They have no land at St Justinian.
- GM wanted to make it clear that there is no conspiracy from the parks.
- They want to see the local boat trips continue as a sustainable long term industry

General comments General comments

		<ul style="list-style-type: none"> • Seems to be a lack of consistency of different parts of the coast. • Can the Park be a 'critical friend'? • What is the VISION for St. Justinian's? • There needs to be a balance struck between economics and conservation. • Any outcomes and plans to move forward needs to be to be realistic for the benefit of the visitor, business provider and conservationist. • There may be some unresolved issues regarding public rights of way which need to be looked into. What is the legal right of away for new access. Only dinghies are currently launched off the slip. • The dinghies go out to tourist boats which are moored further out. • Those tourist boats then collect people from embarkment points (I'm not sure where those embarkment points are now or would ideally be in the future). • The lifeboat structure itself is not used by the BOA.
4.	Ideal State – From the perspective of the organisations, the group was invited to explain what they would like to see as an 'ideal state' at St Justinian's.	<ul style="list-style-type: none"> • The group would like to see: • Long term sustainable embarkation facilities with toilets and parking in conjunction with buses and car parking facilities. • Changes to be sympathetic to the environment and vision for the area • Make use of deep slip • Timely input from planners • Effective demolition and removal of the current RNLI lifeboat station • Toilet facilities (this has been an issue for 50years!) • Clearer links at future funding opportunities • Economic case for a partnership • The BOA are considering setting up a Community Interest Company
5.	Plan of action and any further comments The group were asked if they would like to comment on the draft plan set out for dates and future meetings in May, June and July.	<p>No further comments were made to the draft plan of action from the groups. All agreed that JM should start to arrange dates from future meetings.</p> <p>GM from the Parks recommended the consideration of a planning consultant for those involved in the old RNLI building as it has listed status. This status needs to be fully understood before the progression on future ideas.</p>
6.	AOB	No other business was mentioned.
7.	Meeting ended	15.30

Action Plan			
No.	Action Item(s)	Owner	Target Date
1.	CG to send land registry search to JM	CG	20 th May
2.	JM to circulate photo of old RNLI station 2014	JM	20 th May
3.	GM to send Parks listed buildings doc to JM for circulation	GM	20 th May
4.	AH from BOA to provide data (in graph format) of tourist numbers for JM.	AH	20 th May
5.	CG to provide EIA document for building	CG	20 th May
6.	BOA will investigate to look at taking on public liability	AH	Ongoing
7.	GM / CG / to find out what the terms for listed building status are	GM and CG	20 th May
8.	CH to send a photo to JM of the embarkation platform designed.	AH	20 th May
9.	JM to send PCNPA picture of landowner image to Group.	JM	20 th May
10.	GM to send PCNPA updated version of landowner image.	GW	20 th May
11.	JM To organise dates and venues for wider stakeholder meetings for meetings 1,2,3 and 4 (May/June and July).	JM	ASAP
12.	BOA to supply list of members	AH	20 th May
13.	All to provide list details of stakeholders to JM for wider invitation.	All	20 th May

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5.6.2 Meeting notes, 25th May

Subject	St Justinian's Stakeholder Engagement 1st Meeting. Succession of stakeholder engagement events focused on the access (both marine and terrestrial) and visitor parking at St Justinian's. Notes from meeting: current situation issues/ concerns and ideal state suggested by <u>wider stakeholders</u> . These notes (together with notes from other meetings) will form the body of the final report.	Date	25th May 2016
Facilitator	Jodie McGregor (PCF) and Nick Ainger (Chair)	Time	18.30 – 21.00
Location	St David's Memorial Hall	Scribe	Jodie McGregor (PCF)
Attendees	<p>David Chant (St Davids City Councillor) Chris Taylor (Mayor of St David's) Glenys James (St David's City Councillor) Kath Hall (Local resident) Ray Greenwood (Transport Officer PCC) Lyn Jenkins (County Councillor and Member of PCNPA) Clive Gotley (RNLI Estates) Johnathan Hughes (National Trust) Tim Brooke (Venture Jet, Commercial boat operator) Dai Johns (RNLI Coxswain) Cellan Michael (RSPB) Gary Meopham (Estates PCNPA) David Lloyd (PCC County Councillor) Jodie McGregor (PCF) Nick Ainger – (PCF Chair)</p> <p>Apologies: Rod Perons (C&A Crown Estates) , Rhian Howells (C&A Crown Estates), Richard Hutchings (Rhosson Farm sent an email) and Ffion Rees , (Chair Porthstian's Boat Owners Association –PBA)</p>		
PLEASE NOTE: Comments have been captured from individuals without interpretation.			

Key Points Discussed		
No.	Agenda Topic	Highlights
1.	Introduction	<p>Jodie McGregor from (PCF) explained that Pembrokeshire Coastal Forum is a Community Interest Company. PCF have been approached by PCNPA to act as an <u>impartial chair</u> to; prepare, manage, facilitate and report (without interpretation) on a succession of stakeholder engagement events focused on the access (both marine and terrestrial) and visitor parking at St Justinian's.</p> <p>The aim of the 4 events will be to facilitate discussion among the stakeholders associated with St Justinian's and users of the slip way on how best to manage the facilities and area going forward.</p> <p>Nick Ainger (Chair) invited the group to introduce themselves and add any further comments expressing how they were involved in the area of St Justinian's.</p> <p>Around the table:</p> <p>David Chant - County Councillor: Has fished and offered passenger trips for many years. He would like to see this long standing problem resolved. Feels that an idea situation will be to have a car park on one of the green fields.</p> <p>Chris Taylor – Mayor of St David's: Would like to see a solution to this issue.</p> <p>Glenys Jones – County Councillor: Has been involved in the St Justinian's scenario from the beginning. Keen that young people will be included in the development of the area. She believes that St Justinian interests can work together.</p> <p>Kath Hall – Local resident (Land owner at the St Justinian's): Has concerns over access issues. She wants to see the how this situation can move forward.</p> <p>Ray Green - Transport Officer at PCC: Took part in the 2008 and 2011 traffic surveys for St David's</p> <p>Lyn Jenkins – County Councillor: LJ is the nearest national parks member. She expressed that she could not give an opinion.</p> <p>Clive Gotley (RNLI): The RNLI lease the old station. It will need to be demolished when the lease runs out and returned to its original form. There have been attempts to sell it, which have been unsuccessful. Unsure what the future could be and whether another structure can take its place. Questions around how it will get funded assuming permission is granted.</p> <p>Johnathan Hughes - National Trust: General Manager at National Trust. They have ownership of some of the land at St Justinian's.</p>

		<p>Tim Brooke – Venture Jet: Skipper since 1982. Venture jet employs 6 people. Visitor numbers haven't changed, but the company outlets have been forced further back in to St Davids.</p> <p>Dai John – RNLI Coxswain: Used to work on of the passenger boats 20-30 years ago. Keen to see a long term sustainable future for the area</p> <p>Cellan Michael RSPB: RSPB S.Wales manager. RSPB has an interest as a land owner. Needs to have a consensus in the actual issue and need to be sympathetic to location.</p> <p>Gary Meopham (Estates - PCNPA): Interested to see a longer term sustainable industry for them to function. Whole industry is very important.</p> <p>David Lloyd (PCC County Councillor): Initiated the Dyfed CC Economic Development Committee and identified centre of St David's and working jetty at St Justinian's as key area for prosperity. It is remarkable the mixture of St Justinian's and the idea that the Parks are obstructing sustainability of the jetty and adequate parking. The shuttle buses do not work as cannot predict when it arrives. The Park Officer's view from the planning report do not take this into account.</p> <p>Nick Ainger (PCF): Read the email out form Richard Hutchings.</p>
2.	<p>Issues and concerns: To get PCF up to speed with the current situation , attendees were invited to provide information about their issues and concerns of the area. They were encouraged to bring with or offer information that would assist with the scene setting exercise.</p>	<p>Following a short presentation (attached) the group were invited to expand further and give their views about issues at St Justinian's. Some had already been captured in the introductions.</p> <p>GJ: A lot of school groups visit St Justinian's. How will this group help to stop fly parking and will there be minibuses for the elderly. Wants to see the building used for educational purposes and insurance is essential if students will be using it.</p> <p>TB: We don't know what the goal post are – they keep being changed.</p> <p>CM: There needs to be a short term consensus and long term consensus.</p> <p>CG: BOA could set up as a legal entity, maybe the RNLI would be able to negotiate and set up part demolition.</p> <p>GM: what can/cannot be done for a fit for purpose proposal as the RNLI is a listed building? There is a national planning policy framework that the parks have to abide by and this is administered by Welsh Government. The Park will only give recommendations to the WG. Don't underestimate the length of time it will take time to decide a demolition application.</p> <p>CG : Long term – still unsure what the future will hold. In the short term, the slipway will be covered by the RNLI insurance. BOA could look into taking a sub-lease but this will be dependent on their legal identity.</p> <p>JM : There seems to be a lot of overlapping of insurances, policy's, covenants' and land ownership.</p> <p>RG: PCC took a number of surveys back in 2011. Up to 1100 vehicles were counted in one day. It does not seem that the volume of traffic is the issue, but the <u>type</u> of vehicle causes traffic, e.g.: there are narrow spots at points along the road to St Justinian's. The coastal Cruiser cannot meet peak demand for the number of visitors necessary.</p> <p>RH : As the owner of Rhosson Farmhouse the car park certainly spoils the setting of this unique historic grade 2 * listed building - the carpark was placed as a temp measured and spoils this area with its impact People who use the carpark for the boat trips are subject to a walk on a narrow road which I have noted on many occasions is unsafe and there have been some near misses!</p> <p>TB: Some of the visitors are cold and wet and a shuttle bus is not the best use of transport at this point with lack of facilities.</p> <p>DL: Cars will go down to St. Justinian's independently even if there is a car park or shuttle bus</p> <p>CM: PCC had no objections to the Rhosson car park, but solutions need to be finalised.</p> <p>The level of nuancing needs to be clarified e.g if RNLI building is erected, but a car park away from the cliffs edge is not given planning permission.</p> <p>JH: Explained that NT's long standing land holding and covenant interest in the area, and that NT wished to ensure that any future solution considered the implications on the landscape and whilst, in the past, the NT had relaxed the covenants over Henry's Field to accommodate seasonal and temporary parking until a permanent solution was arrived at, it should not be presumed that this was a permanent relaxation.</p> <p>General comments made about issues and concerns (group were offered the opportunity to write down anonymous comments):</p> <p>Shuttle buses have been tried in the past by Voyage of Discovery. This is not a viable option if it is to be the ONLY operation. There needs to be adequate space for the buses to turn round and this is not always available.</p> <p>There needs to be access down to St Justinian's for the following: RNLI employees, delivery lorries, fuel lorries, farming machinery and construction vehicles.</p> <p>Consideration need to be made to the Rights of Way access Who owns the steps? This needs to be clarified. These can be registered.</p> <p>A lot of publicity is outside of the control of the group e.g. Visits Wales and other bodies promoting St Justinian's as a tourist attraction.</p> <p>Inadequate parking – this provision is essential.</p> <p>Slipway / jetty is essential.</p> <p>Toilets are essential.</p> <p>Parking facilities for walkers.</p> <p>Private access being clogged e.g. Pencarnan.</p> <p>Public liability issues PBOA and coastal footpath.</p> <p>Car parking.</p> <p>Boat owners have to come up with some ideas.</p> <p>Safety of pedestrians.</p> <p>Access to boats.</p>

		<p>If it was felt that a car park was necessary then the location and landscaping is the most sympathetic as possible. Need for a car park close to operations at St Justinian. The National Park must relax on this or there cannot be any progress made.</p> <p>Old boat house must come down to facilitate progress.</p> <p>Understanding the nuancing if phrases such as 'significant adverse impact' and similar planning terms</p> <p>Toilets are non-permanent!</p> <p>Slipway access to the sea.</p> <p>Right of way through to St Justinian's. All suggestions are irrelevant until a 'Right of Way' is legally obtained – Insurance, maintenance, wear and tear etc</p>
	<p>Ideal State – From the perspective of the organisations and individuals, the group was invited to explain what they would like to see as an 'ideal state' at St Justinian's.</p>	<p>Members of the group would like to see:</p> <p>The BOA need to form a company or legal entity in order for things to progress</p> <p>Boats that are able to operate</p> <p>Parking needs to be close to operations</p> <p>Parking at cliff top and public toilets of a proper standard</p> <p>Long-term provision of landing facilities for commercial and non-commercial boats</p> <p>Use lifeboat building as a marine life centre</p> <p>I propose a carpark nearer the lifeboat station would be safer and relief congestion at Rhosson Farmhouse - alternatively a well organised shuttle service for visitors using the boats may work but I understand people prefer to drive down, so a more suitable parking area might be the best long term option for boat users.</p> <p>Changes to be sympathetic to the environment and vision for the area.</p> <p>Make use of deep slip.</p> <p>Timely input from planners.</p> <p>Effective demolition and removal of the old RNLI lifeboat station.</p> <p>Toilet facilities (this has been an issue for 50 years!)</p> <p>Clearer links at future funding opportunities.</p> <p>Economic case for a partnership.</p> <p>The BOA are considering setting up a Community Interest Company.</p>
5.	<p>Any further comments</p> <p>.</p>	<p>Constraints that need to be considered if any ideas are put forward by the group :</p> <p>Public liability.</p> <p>Planning restrictions.</p> <p>Listed building constraints.</p> <p>Covenants on land – these need to be clarified.</p> <p>Capacity of St David's Car parks.</p> <p>Ownership of land.</p> <p>Funding opportunities.</p>
6.	A.O.B	<p>No other business was mentioned.</p> <p>Dates of next meetings :</p> <p>23rd June – Ideas drop in session (St David's Memorial Hall)</p> <p>5th July - Looking forward formal meeting (St David's Memorial Hall)</p> <p>19th July - Drawing conclusions formal meetings (O-Y-P St. David's)</p>
7.	Meeting ended	20.30pm

Action Plan

No.	Action Item(s)	Owner	Target Date
1.	JM to circulate presentation with notes of the meeting around group	JM	Next meeting
2.	GM to provide information about public rights of way information	GM	Next meeting
3.	GM to provide information about listed building status	GM	Next meeting
4.	Invite other stakeholders such as St David's Peninsular Tourism Association – Doug Malein	JM	Next meeting

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5.6.3 Meeting notes, 23rd June

Subject	<p>St Justinian's Stakeholder Engagement 2nd Meeting. Succession of 4 stakeholder engagement events focused on the access (both marine and terrestrial) and visitor parking at St Justinian's.</p> <p>Notes from meeting: YOUR Ideas 'drop in session' - with wider stakeholder.</p> <p>These notes together with notes from other meetings will form the body of the final report.</p>	Date	23rd June 2016
Facilitator	Jodie McGregor (PCF) and Nick Ainger (Chair)	Time	14.30 – 21.00 (Drop in Session)
Location	St David's Memorial Hall	Scribe	Jodie McGregor (PCF)
Attendees	<p>Clive Adshead (TEL Delta Stream) David Chant (St Davids City Councillor) Glenys James (St David's City Councillor) Kath Hall (Local resident / land owner) Ray Greenwood (Transport Officer PCC) Darren Thomas (PCC Head of Transport and construction) Andrew Tuddenham (National Trust) Dai Johns (RNLI Coxswain) Cellan Michael (RSPB) Greg Morgan (RSPB Warden) Gary Meopham (Estates, PCNPA) Boat Owners Association (PBA) - Clive Hayes and Cindy Pearce, Ffion Rees, Bethan Price, Rhys Price, Anne Humble, Mike Riggs, Steve Rees , Tom . Karen and Derreck Rees (Local residents) Carole Lloyd (Local resident) John James (Local resident) Jodie McGregor (PCF) Nick Ainger (PCF - Chair)</p> <p>Apologies: Rod Perons (C&A Crown Estates) , Rhian Howells (C&A Crown Estates), Richard Hutchings (local resident) , Clive Gotley – RNLI Estates, Tim Brookes (Venture Jet)</p>		
PLEASE NOTE : All comments taken on the day have been noted down without interpretation.			

Key Points Discussed		
No.	Agenda Topic	Highlights
11.	Introduction	<p>Jodie McGregor from (PCF) explained that The Pembrokeshire Coastal Forum is a Community Interest Company. PCF have been approached by PCNPA to act as an impartial chair to; prepare, manage, facilitate and report (without interpretation) on a succession of stakeholder engagement events focused on the access (both marine and terrestrial) and visitor parking at St Justinian's.</p> <p>The aim of the 4 events will be to facilitate discussion among the stakeholders associated with St Justinian's and users of the slip way on how best to manage the facilities and area going forward.</p> <p>This event was a DROP IN sessions aimed at gathering future ideas for access and visitor parking.</p>
2.	Issues and concerns:	<p>On the table attendees were given the opportunity to write down any further ISSUES and CONCERNS that they had about St Justinian's. Some previous comments made on post-it notes were acknowledged as shown in Italics below. New comments from this meeting are highlighted in bold.</p> <ul style="list-style-type: none"> • <i>Inadequate parking – this provision is essential</i> • <i>Slipway / jetty is essential</i> • <i>Toilets are essential</i> • <i>Parking Facilities for walkers</i> • <i>Private access being clogged e.g: Pencarnan</i> • <i>Public liability issues Porthstinian Boat owners Association (BOA) and coastal footpath</i> • <i>Car parking</i> • <i>Boat owners have to come up with some ideas</i> • <i>Safety of Pedestrians</i> • <i>Access to boats</i> • <i>If it was felt that a car park was necessary then the location and landscaping is the most sympathetic possible.</i> • <i>Need for a car park close to operations at St Justinian. The National Park must relax on this or there cannot be any progress made.</i>

		<ul style="list-style-type: none"> • <i>Old boat house must come down to facilitate progress.</i> • <i>Understanding the nuancing of phrases such as 'significant adverse impact' and similar planning terms</i> • <i>Toilets are non-permanent!</i> • <i>Slipway access to the sea.</i> • <i>Safe , economic , environmental, social, access</i> • <i>Right of way through to St Justinian's. All suggestions are irrelevant until a Right of way is legally obtained – Insurance, maintained, wear and tear etc</i> • Boat operators working from St Justinian's must be signed up to the Marine Code or other good practice • What is the customer experience / journey e.g. from parking > purchasing tickets > getting to St Justinian's > return to car > exit city. Is the development of business plan necessary? • Not sufficient parking in St David's to take passengers parking so where do the park? • Bus companies said that 8 minibuses an hour is not financially viable. What would you do with the buses and drivers on a bad weather day? Also not financially viable for individual boat companies also. • There are other visitors – coastal path walkers, kayakers, driver's lifeboat visitors. People are just driving down to see Ramsey Sound. • Need to be treated the same another area in the Park such as Martins Haven? • Increased car parking at St Justinian's will increases traffic on a single track road – potential for traffic jams and accidents. • Parking. • Lack of toilet facilities. • Why do boat operators need be so fast on the water? • Access to the slip way. • Anxious that a fleet of buses will cause more problems. • Rights of way. • Concern the economic value of St Justinian's is not recognised outside St. David's. • Large advertising campaigns to bring people to the area and not sufficient parking for St David's or St Justinian's https://www.youtube.com/watch?v=VNL4M0iVT3g . • Health and Safety issues of wet passengers waiting for buses. • So many people won't use buses. Families with children (babies) wet people waiting queues for buses. New lifeboat station will attract even more visitors. • Concern that if it (the issues of St Justinian) goes to the media it could be detrimental to the area. • Present access to the RNLI field is required for Tidal Energy LTD. • Requirement of boats and buses – this is inhibitive for any new business trying to get established. • Angry that the Parks keep changing goal post. • The driveway through the property is being abused by all and sundry. It is unsustainable. • What is the footfall of passengers • Conflicting policies from the Parks – conserving beauty, promoting sustainable transport, promoting tourism.
3	Constraints	<ul style="list-style-type: none"> • Members of the group were invited to note down any further CONSTRAINTS that need to be considered if any ideas are put forward to the group. Some previous comments made on post-it notes were acknowledged as shown in Italics below. New comments from this meeting are highlighted in bold. • <i>Public liability</i> • <i>Planning restrictions</i> • <i>Listed building constraints</i> • <i>Covenants on land – these need to be clarified</i> • <i>Capacity of St David's Car parks</i> • <i>Ownership of land</i> • Funding opportunities • Lack of consistency from National Park • There is a perception that commercial boat owners are making a lot of money! NB all boat owners have additional incomes to survive. • Need to look at all the issues in a holistic basis • Not all the boat owners are commercial operators • Lack of permanent solution prevents seeking funding opportunities • Funding the beneficiaries of a solution are equal parts the boat tour operators and the wider local economy (according to the PCF Value of Marine recreation activities study of 2013). It follows that solution should be funded accordingly. • Lack of vision • National Park needs to be right in middle of the process rather than on the edges • The boat operators need to work together – a single representative body would help negotiate a solution for the old slipway.

- Members of the group were invited to note down their **IDEAS** for the area. Some previous comments made on post-it notes were acknowledged as shown in Italics below. New comments from this meeting are highlighted in bold.
- *Boats that are able to operate*
- *Parking needs to be close to operations*
- *Parking at cliff top and Public toilets of a proper standard*
- *Long-term provision of landing facilities for commercial and noon commercial boats*
- *Use lifeboat building as a Marine life centre*
- *I propose a carpark nearer the lifeboat station would be safer and relief congestion at Rhosson Farmhouse - Alternatively a well organised shuttle service for visitors using the boats may work but I understand people prefer to drive down so a more suitable parking area might be the best long term option for boat users.*
- *Changes to be sympathetic to the environment and vision for the area*
- *Make use of deep slip*
- *Timely input from planners*
- *Effective demolition and removal of the old RNLI lifeboat station*
- *Toilet facilities (this has been an issue for 50years!)*
- *Clearer links at future funding opportunities*
- *Economic case for a partnership*
- *The BOA are considering setting up a Community Interest Company*
- **Inshore lifeboat station at the bottom of the lower slip is an important building for the visitor experience of visiting St Justinian's**
- **The BOA need to form a comply or legal entity in. BOA must pull together to have legal presence and access and access to the sea.**
- **Eco toilets at carpark (Rhosson Car Park)**
- **Slipway access for the general public and boat operators**
- **Long term parking**
- **Toilet facilities**
- **The local Council PBA and Boat owners fund the portaloo. St. Justinian's is treated like a 3rd world site! National Parks should stop putting hurdles and come up with constructive ideas.**
- **Toilets based in the current Rhosson Car Park**
- **Sustainable transport does not equal buses. Can we be more imaginative? e.g. electric Car points?**
- **All boat operators to encourage the use of a bus even if a seasonal carpark is provided.**
- **Car parking option 1 : Seasonal temporary car park in Henrys field**
- **Car parking option 2 : Seasonal temporary carpark in RNLI's access field**
- **Car parking option 3 : Seasonal temporary car park where currently located next to Rhosson farm – some hedge screening would completely hide the carpark and be in keeping with location**
- **All traffic directed into a temporary car park and the current 'layby' used for permit holders only! This would stop conflict between bus and cars when the layby is completely full**
- **Are there any redundant or underutilised farm outbuildings in St Justinian's within which a permanent toilet block could be sited? (if not a visually discreet location for new loos)**
- **Customer survey – let's find out what the customer wants!!!! We design the solutions based on evidence.**
- **A landscape sensitivity map may help to give car park development in the area and a zonation exercise.**
- **Landscape appraisal to identify possible inland car parking locations would help to move that issue forward. This work would access vantage points around the area and potential landscape mitigation measures to reduce visual impact.**
- **Provide a parking attendant on high season.**
- **More parking space with Eco toilets.**
- **Visitors to St Justinian are not all booked on boat trips. Parking provision need to be made for walkers / Kayakers / Families visiting life boat station, birdwatches etc.**
- **Mover the car park back to the cliff top. Address traffic / pedestrians. Consistent with other sites and NP owned car parks.**
- **Car park at St Justinian's which is nicely screened with proper toilets. Disable parking and the end of the road and Celtic coaster both needed.**
- **Restricted access to St Justinian's (traffic order) with a permit only system with exceptions for organised groups / residents and service vehicles.**
- **The BOA could run a shuttle service St David's and St Justinian's while boat is running. There could be a ticketing system and city embarkation point.**
- **Additional bus service which could be paid for as part of the ticket pricing – two extra mini buses that that the BOA commercial operators can consider working together and utilising the service. This will promote good environmental status.**
- **All interested parties need to work together and see the bigger picture.**

		<ul style="list-style-type: none"> • Boatmen need to invest into a proper legal business, not just a vague group using other people's property as a way making a living – when they achieve this they can move forward to secure their business for the future. • When RoW was given to Ramsey Island in January 1961. It would have been impossible to foresee the volume of traffic, Thousand Islands also run pleasure trips not just to the island (Fuel) - Needs reviewing. • The roadway was not built to have heavy Lorries passing over it. Who is going to foot the bill when it collapses? This needs reviewing. • At the moment I maintain the footpath and road , however it clearly stages in the public footpath creation Agreement 15/12/1999 The Pembs Coastal National Park Authority will maintain gates , Vehicle bollards at top access (wilfully damaged years ago in order to park next to gate) Needs reviewing. • St Justinian's Well is listed. It needs looking after. People climbing all over it, vibrations from fuel Lorries is not conclusive to keeping it in good order. • Parking suggestions - Henrys field. A seasonal parking area. Covenants needs to be investigated and agreement by all parties. • Seasonal Mobile toilets – better quality move to Henrys fields also. • Boatmen need to form a company to move forward. They need to agree among themselves and invest hard cash into their business as other people have to. • St Justinian's is not just there from them to enjoy and money out of, other people want to enjoy it quiet tranquillity. • Quiet lanes project.
6.	A.O.B	<p>Dates of next meetings:</p> <ul style="list-style-type: none"> • All attendees are urged to attend the last two meetings of the series : 5th July - Looking forward formal meeting (St David's Memorial Hall) • 19th July - Drawing conclusions formal meetings (OYP St David's)
7.	Meeting ended	<ul style="list-style-type: none"> • 21.00

Action Plan			
No.	Action Item(s)	Owner	Target Date
1.	Invite other member from the Park Authority to attend the meeting	JM	Next meeting
2.	AT to send landscape photos of vantage points	AT	Next meeting
3.	JM to send landownership map to David Chant	JM	Next meeting

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5.6.4 Meeting notes, 5th July

Subject	St Justinian's Stakeholder Engagement 3rd Meeting. Succession of 4 stakeholder engagement events focused on the access (both marine and terrestrial) and visitor parking at St Justinian's. Notes from meeting: 'Looking forward' These notes together with notes from other meetings will form the body of the final report.	Date	5th July 2016
Facilitator	Jodie McGregor (PCF) and Nick Ainger (Chair)	Time	18.30-21.00 (Formal meeting)
Location	St David's Memorial Hall	Scribe	Jodie McGregor (PCF). This meeting was recorded for note taking purposes
Attendees	<p>David Chant (St David's City Councillor) Glenys James (St David's City Councillor) Kath Hall (Local resident / land owner) Callum Hall (Local resident / land owner) Ray Greenwood (Transport planner - PCC) Jonathan Hughes (National Trust) Rod Perons (Cooke and Arkwright for the Crown Estates) Rhian Howells (Cooke and Arkwright for the Crown Estate) Dai John (RNLI St. David's) Cellan Michael (RSPB Cymr) Jeremy Powell (RSPB) Alex Paine (TEL) Sarah Middleton (Planner PCNPA) Gary Meopham (Estates, PCNPA) Boat Owners Association (PBA) - Clive Hayes and Cindy Pearce (Thousand Island), Ffion Rees (Falcon Boats and Chair of PBA), Rhys Price (Voyages of Discovery / Resident at Rhosson), Anne Humble (Secretary PBA) and Mike Rogers and Julie Rogers (Blue Ocean Adventures) Peter Howe (Regeneration : PCC) Jodie McGregor (PCF) Nick Ainger (PCF Chair)</p> <p>Apologies: Clive Gotley – RNLI Estates, Tim Brooks, Greg Morgan - RSPB Warden, Steve Reese, Darren Thomas– PCC Head of Transport and construction, Bethan Price VOD.</p>		
PLEASE NOTE: This meeting was recorded .All comments taken on the day have been noted down without interpretation.			

Key Points Discussed		
No.	Agenda Topic	Highlights
1.	Introduction	<p>Nick Ainger invited the group to go around the room and introduce themselves. A short presentation from Jodie McGregor (PCF) was given who explained that The <u>Pembrokeshire Coastal Forum</u> is a Community Interest Company. PCF have been approached by PCNPA to act as an <u>impartial chair</u> to; prepare, manage, facilitate and report (without interpretation) on a succession of stakeholder engagement events focused on the access (both marine and terrestrial) and visitor parking at St Justinian's.</p> <p>The aim of the 4 events will be to facilitate discussion among the stakeholders associated with St Justinian's and users of the slip way on how best to manage the facilities and area going forward.</p> <p>This event was a FORMAL MEETING aimed at gathering future ideas for access and visitor parking. Looking forward: Refining YOUR ideas and agreeing actions Aim: Invite wider stakeholders to share logical ideas on how to ensure the solution(s) can be delivered and worked on by all. Objectives:</p> <ul style="list-style-type: none"> • Narrow down potential solutions to an agreed workable project. • Produce an agreed plan that majority has agreed on, put forward by wider stakeholders. (CONSIDERING CONSTRAINTS) • Allocate actions to various stakeholders as they agree.
2.	Presentation by PCF	PCF gave a short presentation) to the group which reflected on information collected thus far from the following meetings. Notes were captured and condensed into table format from the previous meetings: Wednesday 25th May

	reflection of : Issues and concerns constraints and ideas	6.30-9pm Current situation: YOUR issues, concerns & constraints and Thursday 23rd June 2-9pm, Idea generation: A 'drop in session' to capture YOUR ideas.
3	Open discussion looking forward	<p>Once the group had heard everyone's comments and the group were invited to try to narrow down potential solutions to an agreed workable project.</p> <p>The aim of the discussion is to produce an agreed plan that majority has agreed on, put forward by wider stakeholders.</p> <p>JM: Read out the list of concerns that have been put forward by the group (Attachment 3b). NA: Read out ideas the list - Form that exhausted list can we narrow it down?</p> <p>Update of what is happening presently</p> <p>JR: Don't think it can be narrowed down. Good representations of issues in area, but we shouldn't ignore any of them. Issues have been raised and we need to work on the issues to make them less, but they can't be narrowed down or exclude what is on the list.</p> <p>NA: Don't you want to move forward? We have has a very exhausted analysis of what the issues are and what people would / wouldn't like to see. I would hope we can come up with priorities the area. Things like - Life Boat station and BOA form a CIC and entrance arrangement for them and slipway involving RSPB in that process.</p> <p>FR: Some of this are already underway - BOA beings advised by PAV's what alternative legal entity NA: Progress is being made. RP : Will that include all boat owners ? FR : Plan is that the association will potentially be dissolved and the BOA will become legal entity. Commercial and noncommercial CM : Was the assessment customer expectation added to the list of concerns ? NA : Yes customer survey – let's find out what the customer wants. JP: Lots of issues are combined here , but maybe useful to draw a dotted line as some are Car Parking and walking issues and some beyond St. Justinian issues. Slipway and embarkations issues are some we don't know until RNLI and CADW process work has been resolved. Others have been going on for years without being resolved : toilet, PC and Transport if going onto the sea or not. JR: The solutions need to be holistic and we must not discount any of them by narrowing down. We shouldn't pick off the ones that are easy to solve. NA: We don't want to exclude anything. DC: The number of people depend on this as a living. The chaos of the car parking facility is a critical thing to resolve with the help from NP, landowners. This will resolve congestion and traffic chaos relieving access to RNLI and bungalow. Other issues can be resolved in time – facilities of slip later on.</p> <p>WHAT IS THE VISION?</p> <p>PH: List is fully comprehensive and is needed, but to actually move forward for we need a vision. As a group...what is the vision for the area of St David's? What does everyone want to see down there - usage etc? CH: Asked why do you need a vision to move forward? The boat operations have been running out there for 75 years. Passenger numbers have been fairly stagnant for the last 10-15 years. There are more boats then originally were there. Boats now hold 10-12, but previously 16/17. Over the last 10 years the number of boats down there now are less. New businesses starting up last year this year hasn't increased the number of passengers or boats. PBA – hold the lease and can limited the number of boats as have control over the moorings. PH: What does the RNLI, PCNPA, NT, PBA and RSPB want and then we can have a vision and address all the points on the list. NA: What has become clear – we mustn't make the mistake in thinking that this is about solving problems related to boat operations – PC surveys show that people are going down and not using boats. It's an international site with external advertising which is attracting people to just come and look at it. There are a number of issues prompted by planning decisions, RNLI building and status of the slip way. Number of catalyst here and there is need for a vision – The meetings will be working together bring together ideas to try to address all the issues which itself will be a vision of what we want for the community and visitors. If nobody wants to do anything which will I be to the detriment of St Justinian's. As everyone recognizes this. JM: mentioned that all organisations and attendees have been asked note down their ' ideal state' for the area which has filtered into the process and can be seen on the ideas sheet attached. DC: Concerned that the parks need to be involved in the process and not sit on the fence. Can't understand the resistance. Feel that they are trying to get businesses further away from the coast to stop the visitors coming down. Clear that St David's people need to make a living from this industry. The facilities that are essential at St Just are a Car Park and Toilet. Don't understand what the resistance is for this.</p> <p>BASELINE DATA COLLECTION:</p> <p>KH: Do we know how many people use the footpath and use the trips? If we had an idea the footfall of the area we have an idea of the space required? The PCC reports give a vague number. We need a base number to work from. FR: RNLI did Environmental Impact Assessment for New building and predicted 50k people year visit overall. Data is about 10 years old</p>

NA: From traffic survey Aug / September 2011. Looked at survey results 574 people travelled by car and 63 by bus total 637 in one day.

CH: Doesn't matter how many people are going down as facilities (CP back of Chapel and former Henry's field was coping) no more people visiting than 20-30 years ago. Price CP is ample big enough as passenger number not increasing.

JM: Do you think this number might increase reflecting on the external advertising?

CH: How do you know this – not just about visitors to boats? We need to look at the bigger picture.

NA: Do PCNPA or PCC have a statistics to share? To build on the information which are 5 years out of date. It is Important that we know statistic of the number of people visiting St. Justinian's.

POTENTIAL IDEAS – NEED FOR VISION and need for evidence.

Discussion around the table included :

DJ: The need for a vision for the area which we don't have and PCNPA key to the future. Does the PCNPA have a vision for the area and what is it? ... and if not do have they in mind particular things that the deem acceptable ?

GM: Don't have site specific plan or policy setting out a vision for the future area that requires specific attention. The only direct role the PCNPA has when plans coming in planning authority. Policies are interpreted against planning applications submitted. Everyone needs to understand what is happening. PCNPA has no greater ability to deliver a solutions in isolation that anyone around this table.

PCNPA are as dependent upon everyone else to come together. Historic practices have run their course and there is a great future for the area, but maybe it will not be run on the same basis as up to now. Parks are a contributor like everyone else. Have to move on from what was the case 60 years ago. Slightly alarming that the group is ignoring the reality of what is going to be happening to the life boats structure.

NA: The building issue is parallel to car parking and visitor number issues.

FS: There is a short term and long term plan – but restricted on the listed building element in the mean time we should tackle problems that we are being faced with.

CM: Does the park have a recreation and tourism strategy document that sets what the park wanted to set out the operation s of what the park wants to see

SM: There is a document which sits underneath National Parks management plan and sets out in a very generic sense how we will look after the National park beyond the planning function. From the document we have produce some supplementary planning guidance about recreation picking out hot spots and quieter spots using a traffic light system to suggest where the landscape can absorb more / noisier activities.

CM: This is not black and white from the parks.

SM: Development plan has vision in itself. SM Asked about visitor numbers regarding the recent external advertisements campaign. When it comes at looking at figures what we need to manage and cater for the group needs to have a system that manages the peaks.

JR: Can we have traffic management counters for July / August 2016? We can have a conclusive idea of how many visitors we can cater for in 2016 rather than using 2011 data. We can then move forward.

RG: General policy from the County Council under joint transport plan is to generally promote sustainable transport, walking cycling particularly in sensitive areas. Count of vehicles taken 2011

JR: Can we have the traffic count situated down from Rhosson Car Park? Then we can work out how many actually come down to St Justinian's.

NA: Group needs and accurate figures.

DC: Repeated his concern that the problem of traffic has only occurred when the car parking facility was not available.

NA: Can the group have an automatic counting system set up ?

RG: Yes we can look at the potential of a counting system.

PH: It would be possible to count the number of pedestrians on the gate.

JM: What is the cost attributed to it?

RG: Will look into the pedestrian counter and traffic counter. Subject to the availability .

SM: Can there be counters be left out for the whole of the summer so the peaks can be clarified?

MR: Will figures make any difference to the decision made down there. There is a lot of evidence already for local authorities and bodies to make a decision.

JR: It will help with understand the number of facilities needed e.g. toilets and car-parking at a peak time.

NA: Ask PCC - Can we have a pedestrian counter on the gate? How long can we have them for?

DJ: Data will be interesting but there is still an ongoing problem regardless of numbers. What field will a car park go in? It needs to be clear if it is to be in St Justinian's, Rhosson or St David's. What fields are acceptable to use?

JR: In order for the authorities to take note we need to substantiate the evidence. Why are we not using a successful system like Martins Haven?

SM: Martins Haven have asked if the Parks can help be looked at a solution as cars are parking along the road. Potential solution was not acted upon.

RG: There is potential to develop a P+R from St David's to relieve congestion problems down at St Just'.

NA: Reminded the group that we have discussed in great detail the capacity of St David's car parking to meet demands, creating further congestion down the lane. There have been ideas and in theory a shuttle bus sounds great but in practice it will not work still have a problem unless you could stop cars going down to St. Justinian's.

DC: High percentage of visitors using car park which was a quick turn over unlike Martins Havens which is a permanent car park for all day parking.

CM: Two principle drivers. There is a need for a model shift and mitigating the impact: i) Landscape impact to take away the view of the CP. ii) Issues for sustainable transport we need to look ahead and cater for transportation in 20 years. Need to cater for the future.

RG: Shuttle buses can provide an alternative to car use.

SM: Need to sort out issue now and sort out as soon as we can. We need to know what we are working towards. Experiments have been tried in the past for 2 seasons. Buses have been running with no control over the cars. No experiment has been tried where we have restricted the cars. This

JR: Comment that their business offered a free bus tick in summer holiday. When there are 1 or 2 person in group they did decide to take the bus. When a family with children arrived they would not take Bus not taken up. Ticket of trips are as high as they can be. The business couldn't take the hit of every ticket to put them on the bus. 1 boat can fill one bus. It is more convenient for a family to use a car park.

CH: Skomer is different – it is a first come first serve system compared to St Justinian's where the trips are scheduled so peak times re spread across the day. 10 -15 minibuses would be needed for peak time with drivers etc. Bus companies said they cannot afford to put extra buses on as there will be time when driver said.

JR: Cost of buses is rising and could be as much as £4 return next year.

DC: Boats are expensive vessels to run, booking office, crews, servicing launching authority etc to run

CP: The weather this year has been a difficult so only operating 3-5 days a week.

JP: Solution we eventually get to is a compromise, but can we make some progress on landscape assessment with support and input from the national parks? Looking at each individual area, looking at constraints and having guidance. St Just' needs facilities.

SM: The Parks offer supplementary guidance.

DC: New lifeboat is intrusive. PBA would like to use the slipway. PBA have a code of conduct around the island.

NA: Suggested landscape and possible mitigation. Everyone is agreed that the area needs toilet facilities. Would this permanent facility be a landscape issues?

SM: It will be less of a landscape and more of a management issue.

MOVING FORWARD:

JH: In time someone needs to put a planning application taking into account visitor expectation, landscape expectations. Someone needs to drive a plan forward weather it's the PBA or RSPB or someone with a vested interests. Think it is unfair that the NP needs to come up with solutions and then sit and judge something. The Parks need to stay removed so they can look at something objectively. Someone needs to look at all the constraints and ideas and out forward a plan before the authorities.

FS: Explained that it is a huge undertaking to make a planning application. We appreciate that planners needs to be impartial and sit in judgment, but from an applicant point of view we don't want to waste time planning if not going to go through .

SM: Parks can support applications with guidance – we are going to revise the LDP plan soon. There is a form to fill in and submit. Candidate site submission form.

CM: Observation - Parks are consultees

SM: Still consult on as highways authority. Safety of motor users and pedestrian.

JR: What were the car park facilities associated with the RNLI building?

DJ: Planning restricted for parking for crew members and visitors for training or Lifeboat station. Restrict this to the RNLI ?

JM: Shame that facilities was not part of the original planning application. Can the RLNI station provide public facilities at the building?

DI: Understanding is that there are no facilities within the building or unlikely any planned for the public use. There are 2 opportunities – i) Former Henrys Field (covenants) ii) or the field that is leased up from Henry's field. No covenant on that field (as far as aware).

DC: The PCC has changed is it not a statutory duty to provide toilets and facilities. Toilets can be designed to be very un-intrusive If there is a car park facilities – funding from CP can provide maintenance of the toilets

RP: If a CIC is formed the opportunity to obtain grant in order to instruct a professional to carry out a planning viability study which can applied to the Parks who will engage with you then. What the Parks won't do it provide solutions.

NA: There are four organisation's around the table who all operate car parka. If a CP was decided upon would one of them be inclined to do it?

JR: Current CP at Rhosson run by Rhys come up with a lot of difficulties.

RPr: Rhosson Car park is offering to have facilities in the car park and also turning bay, but always turned down by the planners.

JR: Solution is available, but we are at a stalemate.

NA: Planning decision that can be appealed, but need to look at the bigger picture at St Justinian's. We understand why Rhosson was developed, but it does generate a lot traffic movement with visitors driving down dropping people off driving back and then walking down. Traffic flow is not a good solution.

JR: Rhosson is great solution. Perhaps the traffic assessment will highlight that practice. And best we have at the moment. But we need to thinking about intermediate solution before bigger solution are fixed.

NA: As the RSPB mention we should look into a customer survey. As a customer the current arrangement is not ideal and serious criticism. A five minute walk can sometime turn into a five minute run.

RPr: Looking at St. David's as parking issue - if we compare to those visiting the Cathedral, OAPS have to walk from the car parks to the visitor attraction.

NA: If you think a parking space is free at Rhosson as a driver you will always go down there to see if there is space.

FR: The parks have expressed that they want the Car Park to be moved further back from the coast

DI: Can this idea of a car park at St Justinian's be revisited?

NA: We can if there is detailed information and data from surveys about numbers involved car parking. Landscape issue and mitigation. Is it worth exploring this aspect again in the field currently used by the contractors that with landscaping mitigation?

GM: Have to be careful where the park get brought into the process as they are planning authority. There are professionals who can draw up and submit a planning application on behalf of stakeholders. There is scope to contribute to feed into the local planning policy process as SM.

JR : The PBA do not have sufficient funds or resources to embark on a professional planning officer at the moment.

PH: Looking at the feasibility study and where there is funding is available for this situation is difficult.

RG : Reiterated the obligation of PCC to the local transport framework for the area to encourage sustainable transport.

NA: This site is unique in Pembrokeshire and has never been able to get a permanent car parking status.

DC: This site is a large employer and there is no other area to embark – Whitesands /Porthclais

MR: Sustainable transport and P+R Road down to St. Justinian's – it is an unsustainable road for coaches and mini buses to pass

NA – Have to be consistent as authorities – this CP site has be treated differently to others e.g. Bosheston and Broadhaven south – it a single track road and the CP have been moved back and mitigated.

SM –Planning policy evolves and applications have to been considered at the time of policy. Parks are duty bound and it legislation. Guided strongly by national planning.

AP - Asked for clarity re the surfacing of car parking. Can this be avoided?

CH – We only want a greenfield site to be returned back to original state.

CP - PBA feel that every time we do something to compromise we have away had a little bit take away.

CH – We have had to move office back to St David's at considerable expense. And the car park at Henrys field was found to have covenant. You are expecting boat operators to ferry my passengers onto the minibuses, without stopping others using the road? This will just not happen and there will be a build up along the road and worst case if there was an emergency and access was denied. Rhosson carpark was offered as a permanent solution and given permission as a temporary car park. Asked for clarity - WHAT is LONGER TERM MORE SUSTAINABLE Transport?

SM - Given temporary permission with the view of trying to sort out a longer permanent solution with Sustainable transport. Clarify - The p arks are not trying to force the PBA to do anything!

RG: Reiterated that Sustainable transport which is it to *encourage* more walking, cycling and uses of buses.

CH: Yes to ENCOURAGE use of sustainable modes, but we are being forced to buy minibuses!

RG: There is an opportunity of a P+R scheme. As part of this group we are looking at reasonable options for St. Justinians.

CH: There is not enough parking capacity at St David' car parks.

RG: That was not the conclusion that I came up with in 2011, but may need to look into.

JM: Does the customer know where to go when they come here to St David's? Is this an opportunity for the business to work together as a collective? eg. In Dorset the Jurassic Coast have had to come up with sustainable transport plan for gateway towns and honeypot sites e.g. Lulworth Cove.

JR: St David's are a small community (1200) The business community wants a solution, but have limited capacity.

PH: The Parks have a sustainable development fund (PH is on the panel) that can help with are such as feasibility study, but the PBA will need to be a legal entity. Think big - Visitor Management Plan. My role is to help take the proposal forward.

JM: There are other pots funding opportunities ([Sustainable Development Funds](#), [Coastal Communities Funds](#), [Heritage Lottery Fund](#), [PLANED - LEADER](#))

SM: Organisations such as PLANED that can lead you in the right direction.

AH: Not for lack of trying the PBA capacity is limited. There is a lot of pressure to become a legal entity, but the group should be aware if the lack of resources within the PBA group. Don't want the group to get frustrated with PBA.

NA : The RSPB is a key player with resources. Can the organisation assists in any way?

CM : Yes - we have a fundraising team and may be le to help us in the process ?

DC : What is the 28 day rule position?

SM : Cannot be transferred around same land ownership minimum 5 acres. If you are open for business and if there is a sign say open then the 28 days have started.

		<p>CH : The point made re ROW down from property that the parks are maintaining.</p> <p>GM: The information has been circulated around: New right of Way in 1990's.1.8m wide ROW to be used for pedestrian access only.</p> <p>KH: Read out the parking rights for the area 15/12/1999 re: bollards at top an extract from legal creation agreement. <i>This will be a covered at next meeting.</i> See attachment (Parking rights agreement 3d.)</p> <p>NA: Actions have been agreed: Next meeting will be at OYP at 6.30pm to look at putting ideas into practice.</p> <p>JM: The meeting next week will be a continuation of this evenings focus on scenarios derived from the comments and meeting note previously taken.</p>
5.	A.O.B	Dates of next meetings: All attendees are urged to attend the last meeting of the series : 19th July - Drawing conclusions formal meetings (OYP St David's)
6.	Meeting ended	21.00

Action Plan			
No.	Action Item(s)	Owner	Target Date
1.	Organise a traffic counting system at Rhosson.	RG	Before 1 st August
2.	Organise a pedestrian counting system at the gate going down to the steps.	RG	Before 1 st August
3	Link to Joint Transport Plan http://www.pembrokeshire.gov.uk/content.asp?nav=101,100&parent_directory_id=646&id=31891&d1=0	JM	Before 1 st August
4.	Clarity of maintenance of facilities / steps / winch / ROW (PBA already looking into this).	PBA	On going
5.	SM to send round details for candidate site consideration of the LDP revision. Timescale is Mid Aug late Nov. Advised for group to set up a lead contact that will champion this course of action.	SM/JM	Mid August
6.	PCNPA to provide clarity on the 28 day rule.	SM	Next meeting
7.	Access to the EIA report re number of boat users.	CG	Next meeting
8.	Operators to provide the number of users.	PBA	Next meeting
9	Circulate pubic ROW agreement to the group.	JM	Next meeting

5.6.4.1 Issues, Concerns, Constraints and ideas

St. Justinian's access and parking - Issues and Concerns					
Access Saftey / commercial / RoW	Facilities and Parking	Tourism numbers and local jobs / economy	Sustainable Transport	Working together / Funding / vision for the future	Other comments
<ul style="list-style-type: none"> • RSPB need to get to Ramsey island as land owner. They're free-holders with deeds. Have right of access down steps. Own the free-hold of the diesel shed and the inclined hoist and associated hut • Access to water for boats and community • Landing facilities (only for dinghies) • Concern that changes on the mainland could undermine our ability to get visitors to the island. This would reduce our ability to help promote environmental/conservation messages and would also potentially reduce our ability to offset the costs of running the island from the income we receive from visitors. We highlighted that we annually take around 4000 visitors across to Ramsey and we have an upper limit set at 5000. • RSPB owns the freehold of Ramsey and associated outcrops. We also own the freehold of the winch hut, diesel shed and the hoist in between. We also have rights of access on the mainland, enabling us to have access from St Justinian's to Ramsey, which are covered within our deeds. • Provision of parking to clear and allow passengers to access boat trips • New RNLI building is expected to be ready for October 2016- RNLI do want to get rid of the old building • Access to the island for commercial operators • Long /short term access of slip 	<ul style="list-style-type: none"> • We have concern over what feels like an in-equitable treatment of St Justinian's in comparison to other locations such as Martins Haven • The future needs to be based on an accurate understanding not only of the needs of respective organisations but also on the needs of our customers – what are their expectations? We're sure that a portaloos on the side of a road doesn't meet most people's 21st century expectations of a quality experience to a national park. • Parking facilities for boat owners to access their boats (non-commercial) • PCNPA changed the Clifftop parking in Pems and have refused planning permission • Double Yellow lines still outside of car park • Booking sheds used to be at the end at St Just but were moved to town centre • Facilities: Porta-loos are not acceptable for the number of visitors. • St David's parking capacity • <i>Need for a car park close to operations at St Justinian. The National Park must relax on this or there cannot be any progress made</i> • <i>If it was felt that a car park was necessary then the location and landscaping is the most sympathetic possible.</i> 	<ul style="list-style-type: none"> • Working as part of tourism attraction is important to us for numerous reasons and we include within this, our ability to be an effective part of the local community, helping with local employment etc. We have to be mindful of how changes can quickly threaten this. • PBA commercial operators able to run – viable business – loss of jobs, loss of income to the wider community. • Considerable loss of jobs • What is the customer experience / journey e.g. from parking > purchasing tickets > getting to St Justinian's > return to car > exit city. Is the development of business plan necessary? • Enable boat trips to continue to support the local economy • Jobs – money into wider community • There are other visitors – coastal path walkers, kayakers, driver's lifeboat visitors. People are just driving down to see Ramsey Sound. • Tourism numbers have not increased. • Concern the economic value of St Justinian's is not recognised outside St. Davids. • Large advertising campaigns to bring people to the area and not sufficient parking for St 	<ul style="list-style-type: none"> • Parking – Buses VOD funded for 1 year. It was grid locked times due to passing places being caught up. • Buses cannot meet peak capacity and cause a bottle neck in places along the road • Bus companies said that 8 minibuses an hour is not financially viable. What would you do with the buses and drivers on a bad weather day? Also not financially viable for individual boat companies also. • <i>Safety of Pedestrians</i> • Anxious that a fleet of buses will cause more problems. • So many people won't use buses. Families with children (babies) wet people waiting queues for buses. New lifeboat station will attract even more visitors. 	<ul style="list-style-type: none"> • It's important for people to realise that whilst we're a national charity, we do not have lots of money simply waiting to be spent. We have to raise funds to undertake project work through grants etc • What is the Park's vision for the St Justinian's area? Is this still a 'live' document? http://www.waleactivitymapping.org.uk/wp-content/uploads/2011/03/PCNPA-Recreation-Plan-2011-Low-Res1.pdf • Engagement: BOA have asked the Parks to engage with them, but in the past Parks have said no. BOA commented that they are happy that the process is happening now and they are engaging. • What is the VISION for St. Justinian's? • There needs to be a balance struck between economics and conservation • Any outcomes and plans to move forward needs to be to be realistic for the benefit of the visitor, business provider and conservationist. • <i>Old boat house must come down</i> 	<ul style="list-style-type: none"> • We flagged whether the shape of you brief should be determined by the group in order to ensure effective 'buy-in' from all parties and to reduce concern about you simply doing the National Parks work. • We need to be sure that as we move forward, we do not try to jump to solutions before we've genuinely identified what the problem is. We also need to make sure that any solution is evidence led e.g. let's not suggest St Justinian's car parking can be displaced into St David's without genuinely proving there's parking capacity in St David's to accept it. • It's important to remember than we're not in complete control. Projects such as the Wales Coast Path, VisitWales #findyourepic etc can have significant effects on public perception and are outside of the immediate control of the stakeholder group. • Park has an agenda – local people are concerned • The planning department at the parks abide by an agreed planning policies. Reason for lack of engage to date is that the Parks do not have anything 'physical'

<ul style="list-style-type: none"> • RNLI are interested in surrendering the lease. They are considering part demolition TBC. RNLI don't want to see BO and RSPB leaving • SAFTEY ACCESS RNLI access to the new station for emergency access and shouts. The volunteers need to have unfettered access, there has been difficulty in the past. There are currently 6 parking spaces allocated on the new RNLI site. • RNLI have obligations under current lease. Planning to get rid of public liability. The BOA will investigate and look into taking on the public liability. • There may be some unresolved issues regarding public rights of way which need to be looked into. What is the legal right of away for new access. Only dinghies are currently launched off the slip. • The dinghies go out to tourist boats which are moored further out. • Those tourist boats then collect people from embarkment points (I'm not sure where those embarkment points are now or would ideally be in the future). • <i>Right of way through to St Justinian's. All suggestions are irrelevant until a Right of way is legally obtained – Insurance, maintained, wear and tear etc</i> • <i>Access to boats</i> • Present access to the RNLI field is required for Tidal Energy LTD. • The driveway through the property is being abused by all and sundry. It is unsustainable. • <i>Slipway / jetty is essential</i> • <i>Slipway access to the sea.</i> • <i>Safe , economic , environmental, social, access</i> • <i>Private access being clogged e.g: Pencarnan</i> • Access to the slip way. • Rights of way. 	<ul style="list-style-type: none"> • Not sufficient parking in St David's to take passengers parking so where do the park? • Need to be treated the same another area in the Park such as Martins Haven? • Increased car parking at St Justinian's will increases traffic on a single track road – potential for traffic jams and accidents. • <i>Inadequate parking – this provision is essential</i> • Lack of toilet facilities - <i>Toilets are essential, toilets are non-permanent!</i> • <i>Parking Facilities for walkers</i> 	<p>David's or St Justinian's https://www.youtube.com/watch?v=VNL4M0IVT3g .</p> <ul style="list-style-type: none"> • Health and Safety issues of wet passengers waiting for buses. • What is the fallout of passengers 		<p><i>to facilitate progress.</i></p> <ul style="list-style-type: none"> • Angry that the Parks keep changing goal post. • Conflicting policies from the Parks – conserving beauty, promoting sustainable transport, promoting tourism. • Seems to be a lack of consistency of different parts of the coast. 	<p>to control to date. They have no land at St Justinian.</p> <ul style="list-style-type: none"> • Wanted to make it clear that there is no conspiracy from the parks. They want to see the local boat trips continue as a sustainable long term industry - Can the Park be a 'critical friend'? • <i>Boat owners have to come up with some ideas</i> • <i>Public liability issues Porthstinian Boat owners Association (BOA) and coastal footpath</i> • <i>Understanding the nuancing of phrases such as 'significant adverse impact' and similar planning terms</i> • Boat operators working from St Justinian's must be signed up to the Marine Code or other good practice • Why do boat operators need be so fast on the water? • Concern that if it (the issues of St Justinian) goes to the media it could be detrimental to the area. • Requirement of boats and buses – this is inhibitive for any new business trying to get established.
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IDEAS for St Justinian's future access and parking

Slipway	Parking and transport	Facilities	Environment	Logistics & vision
<ul style="list-style-type: none"> • Slipway access for the general public and boat operators . The roadway was not built to have heavy lorries passing over it. Who is going to foot the bill when it collapses? This needs reviewing. • Move the car park back to the cliff top. Address traffic / pedestrians. Consistent with other sites and NP owned car parks. • Car park at St Justinian's which is nicely screened with proper toilets. Disable parking and the end of the road and Celtic coaster both needed. • Long-term provision of landing facilities for commercial and noon commercial boats • Long term sustainable embarkation facilities with toilets and parking in conjunction with buses and car parking facilities. • Effective demolition and removal of the current RNLI lifeboat station • Restricted access to St Justinian's (traffic order) with a permit only system with exceptions for organised groups / residents and service vehicles. • When RoW was given to Ramsey Island in January 1961. It would have been impossible to foresee the volume of traffic, Thousand Islands also run pleasure trips not just to the island (Fuel) - Needs reviewing. • St Justinian's Well is listed. It needs looking after. People climbing all over it, vibrations from fuel lorries is not conclusive to keeping it in good order. • At the moment I maintain the footpath and road , however it clearly stages in the public footpath creation Agreement 15/12/1999 The Pembs Coastal National Park Authority will maintain gates , Vehicle bollards at top access (wilfully damaged years ago in order to park next to gate) Needs reviewing. • More parking space with Eco toilets. 	<ul style="list-style-type: none"> • Alternatively a well organised shuttle service for visitors using the boats may work but I understand people prefer to drive down so a more suitable parking area might be the best long term option for boat users. • Sustainable transport does not equal buses. Can we be more imaginative? e.g. electric Car points? • All boat operators to encourage the use of a bus even if a seasonal carpark is provided • Long term parking • Parking needs to be close to operations • I propose a carpark nearer the lifeboat station would be safer and relief congestion at Rhosson Farmhouse. • Car parking option 1 : Seasonal temporary car park in Henrys field • Car parking option 2 : Seasonal temporary carpark in RNLI's access field • Car parking option 3 : Seasonal temporary car park where currently located next to Rhosson farm – some hedge screening would completely hide the carpark and be in keeping with location • All traffic directed into a temporary car park and the current 'layby' used for permit holders only! This would stop conflict between bus and cars when the layby is completely full • Additional bus service which could be paid for as part of the ticket pricing – two extra mini buses that that the BOA commercial operators can consider working together and utilising the service. This will promote good environmental status. • Parking suggestions - Henrys field. A seasonal parking area. Covenants needs to be investigated and agreement by all parties. • The BOA could run a shuttle service St David's and St Justinian's while boat is running. There could be a ticketing system and city embarkation point • Are there any redundant or underutilised farm outbuildings in St Justinian's within which a permanent toilet block could be sited? (if not a visually discreet location for new loos) • Quiet lanes project. • Provide a parking attendant on high season. 	<ul style="list-style-type: none"> • The local Council PBA and Boat owners fund the portaloos. St. Justinian's is treated like a 3rd world site! National Parks should stop putting hurdles and come up with constructive ideas • Toilets based in the current Rhosson Car Park • Visitors to St Justinian's are not all booked on boat trips. Parking provision need to be made for walkers / Kayakers / Families visiting life boat station, birdwatches etc. • Toilet facilities • Toilet facilities (this has been an issue for 50years!) • Eco toilets at carpark (Rhosson Car Park) 	<ul style="list-style-type: none"> • St Justinian's is not just there from them to enjoy and money out of, other people want to enjoy it quiet tranquillity. • Changes to be sympathetic to the environment and vision for the area • Changes to be sympathetic to the environment and vision for the area 	<ul style="list-style-type: none"> • Use lifeboat building as a Marine life centre • Inshore lifeboat station at the bottom of the lower slip is an important building for the visitor experience of visiting St Justinian's • Customer survey – let's find out what the customer wants!!!! We design the solutions based on evidence. • Boatmen need to form a company to move forward. They need to agree among themselves and invest hard cash into their business as other people have to. • Economic case for a partnership • Timely input from planners • Clearer links at future funding opportunities • Boatmen need to invest into a proper legal business, not just a vague group using other people's property as a way making a living – when they achieve this they can move forward to secure their business for the future. • All interested parties need to work together and see the bigger picture • Landscape appraisal to identify possible inland car parking locations would help to move that issue forward. This work would access vantage points around the area and potential landscape mitigation measures to reduce visual impact. • A landscape sensitivity map may help to give car park development in the area and a zonation exercise. • The BOA need to form a comply or legal entity in. BOA must pull together to have legal presence and access and access to the sea. • Can the Park be a 'critical friend'

CONSTRAINTS			
Planning & insurances	Space & parking	People's Perception	Funding
<ul style="list-style-type: none"> • Planning restrictions • Listed building constraints • Covenants on land – these need to be clarified • Ownership of land • Public liability 	<ul style="list-style-type: none"> • Capacity of St David's Car parks 	<ul style="list-style-type: none"> • Lack of consistency from National Park • There is a perception that commercial boat owners are making a lot of money! NB all boat owners have additional incomes to survive. • Need to look at all the issues in a holistic basis • Lack of vision • National Park needs to be right in middle of the process rather than on the edge • The boat operators need to work together – a single representative body would help negotiate a solution for the old slipway. • Not all the boat owners are commercial operators 	<ul style="list-style-type: none"> • Funding opportunities • Lack of permanent solution prevents seeking funding opportunities

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5.6.5 Meeting notes, 19th July 6.30-9pm

Subject	St Justinian's Stakeholder Engagement 4 th Meeting. Succession of 4 stakeholder engagement events focused on the access (both marine and terrestrial) and visitor parking at St Justinian's. Notes from meeting: 'Looking forward' These notes together with notes from other meetings will form the body of the final report. Moving forward: Refining YOUR ideas and agreeing actions	Date	19 th July 2016
Facilitator	Jodie McGregor (PCF) and Nick Ainger (Chair)	Time	18.30-21.00 (Formal meeting)
Location	Oriel Park , St David's	Scribe	Jodie McGregor (PCF). This meeting was recorded for note taking purposes
Attendees	<p>David Chant (St David's City Councillor) Glenys James (St David's City Councillor) Ray Greenwood (Pembrokeshire County Council - Transport planner) Dai John (RNLI St. David's) Clive Adshead (Tidal Energy LTD) Giles Bird (Local resident - Bungalow) Gary Meopham (Estates, PCNPA) David Griffiths -(Rhosson Ganol Caravan park and farm) Boat Owners Association (PBA) - Clive Hayes and Cindy Pearce (Thousand Island), Ffion Rees (Falcon Boats and Chair of PBA), Rhys Price and Bethan Price (Voyages of Discovery / Resident at Rhosson) Anne Humble (Secretary PBA) , Mike Rogers , Julie Rogers – (Blue Ocean Adventures), Dereck Rees, Tim Brooke (Venture Jet) Peter Howe (Pembrokeshire County Council – Regeneration) Jodie McGregor (PCF) Nick Ainger (PCF -Chair)</p> <p>Apologies: Kath Hall – Local resident / land owner, Sarah Middleton - PCNPA , Cellan Michael – RSPB Cymr Clive Gotley – RNLI Estates, Greg Morgan - RSPB Warden, Steve Reese, Darren Thomas– PCC Head of Transport and construction, Jonathan Hughes - National Trust, Rod Perons - Cooke and Arkwright for the Crown Estates. Rhian Howells - Cooke and Arkwright for the Crown Estates , Jeremy Powell – RSPB</p>		
PLEASE NOTE: All comments taken on the day have been noted down without interpretation.			

Key Points Discussed		
No.	Agenda Topic	Highlights
1.	Introduction	<p>Nick Ainger asked the group to go around the room and introduce themselves. A short presentation from Jodie McGregor (PCF) was given who explained that The <u>Pembrokeshire Coastal Forum</u> is a Community Interest Company. PCF have been approached by PCNPA to act as an <u>impartial chair</u> to; prepare, manage, facilitate and report (without interpretation) on a succession of stakeholder engagement events focused on the access (both marine and terrestrial) and visitor parking at St Justinian's.</p> <p>The aim of the 4 events will be to facilitate discussion among the stakeholders associated with St Justinian's and users of the slip way on how best to manage the facilities and area going forward.</p> <p>This final event was a FORMAL MEETING aimed at gathering final ideas for access and visitor parking using scenarios that had be developed from previous comments ideas and discussion Aim: Moving forward: Refining YOUR ideas and agreeing actions. Invite wider stakeholders to comment on ideas (scenarios) that can be delivered and worked on by all. Objectives: - Narrow down potential solutions to an agreed workable project from Scenarios A-G - Produce an agreed plan that majority has agreed on, put forward by wider stakeholders. - Allocate actions to various stakeholders as they agree.</p>
2.	Presentation by PCF	<p>PCF gave a short presentation to the group which reflected on a recent visit to St. Justinian's. Photos of the visit illustrated St. Justinian's from a customer perspective. This looked at current journey down to St. Justinian's parking patterns and pinch pint which may be experienced by visitors NA read out the information supplied by NT re: covenants</p>

		The group had a discussion regarding the landownership and covenants of land before the main discussion points moving forward.
3.	Open discussion Scenarios A-G	<p>The group were given the scenarios A-G as set out in document listings and Pros and Cons of each scenario. AIM of the discussion: Using previous comments, narrow down potential solutions to an agreed workable project using Scenarios A-G. Produce an agreed plan that majority has agreed on, put forward by wider stakeholders. Allocate actions to various stakeholders as they agree</p> <p>The group agreed the statement of common grounds:</p> <ul style="list-style-type: none"> ● St Justinian's is a great visitor attraction ● Boat trips are an important employer and contributor to local economy ● Need to count number of visitors, identify peak periods and reason for visit. Carry out customer survey , pedestrian and vehicle count ● Recognise wide use of the area - there are a variety of visitors that use St. Justinian's e.g.: walkers, view point photographers, RNLI visitors, Boat trippers, kayakers , Island visitors, home owners , utilities, holiday lets etc. ● Need to secure slipway as keep part of infrastructure ● Toilet facilities are needed. <p>The scenarios are broken down into the following:</p> <p>LONG TERM SOLUTIONS to ACCESS: RNLI BUILDING and SLIP WAY Scenario A: <i>RNLI building purchased and operated by new organisation</i> Scenario B: <i>Building demolition and slipway upgrade</i></p> <p>Further to the scenario comments included; PBA updated the group that following the meeting in Bridgend - RNLI appreciated that this process could take a long time they will work. The RNLI will keep the site attained so that it was safe on the condition the PBA company would have appropriate insurance for customers and carries on using facilities. Happier for one agreement with one group - thus the legal entity should be formed. This includes the both the commercial and leisure members of PBA. The PBA are in the process of working with relevant people looking at what is the best options of the PBA. The Crown's policy that they would prefer community to have use of the slip the PBA have the lease for 30 boats to be moored. It is expected that there is an approx. 15K maintenance cost per year to keep the building running. Any capital cost will be on top of that – the PBA do not have the finance to for the maintenance cost or capital costs. The RNLI are legally bound to maintain the building. This will be maintained for the safety of the passengers. CAVEAT: Need to be considerate of building listed status. JM asked if A and B was not to happen is there anywhere else that the businesses could take place? - The group answered no.</p> <p>Scenario C: Group alternative - No alternative was given. The group agreed that scenario B is the preferred option, however appreciate that scenario A will probably be the reality for the interim.</p> <p>LONG TERM SOLUTIONS to VISITOR ACCESS & SAFETY: P+R / Car parking / Facilities</p> <p>Scenario D: <i>FULL P+R scheme from city centre to St. Justinian's</i> TB: Empty buses are not sustainable. Scenario E: <i>SEASONAL Car parking facility in field @ Rhosson and a P+R down to St Justinian's</i> Scenario F: <i>SEASONAL car parking and toilet facility in field 'x' (TBC) close to gateway and P+R down to St Justinian's</i> Scenario G: <i>Group alternative.</i></p> <p>AH Commented that she felt great progress has been made and from the conversations it needs to be acknowledge that D is discredited and that there needs to be a combination of D + E or F. RG from PCC did agree that D in isolation is not an option and may not work. The group added to comments on the scenarios which have been amended on V2. The group agreed that the most suitable situation is a combination of E and F. D has been discounted as the group agreed that a full P+R scheme would cause more congestion due to the nature of the small road and habits of car users testing out the free car parking spaces.</p> <p><i>RG added outside the meeting for record : I think it should be left open that at a future time PCC or others may want to re-look at this but at the current time (and for some time to come) I acknowledge that a bus only option does not appear viable.</i></p>
4.	Outcomes of meeting: Next steps	<p>The group agreed that much progress has been made between stakeholders and the next steps should be:</p> <ul style="list-style-type: none"> - The establishment of a smaller working group with a lead partner (TBC)- tapping into some of the external funding potentially available for the development of situation at St Justinian's.

		<ul style="list-style-type: none"> - Customer survey - Comprehensive understanding of how visitors make use of this area and what their expectations are so that solutions are fact based/customer led. PCF to look at some of the previous questions. CAN the group provide in kind time to ensure questionnaire are delivered and who will analyse? - Traffic vehicle counter to be installed - Pedestrian counter at gate to be installed. <p>NA: The group needs to keep moving forward with the development (dependent on funding) AH : Stated that . CH : PCF has done an excellent job and taken on board everything that has been said JM: PCF will be producing a report the report – everyone will have a copy of the draft report to comment on.</p>
6.	A.O.B	There is no other date for next meeting. PCF will be producing a report of the work conducted so far.
7.	Meeting ended	21.00

Action Plan			
No.	Action Item(s)	Owner	Target Date
1.	Organising a traffic counting system at Rhosson	RG	Before 1 st August
2.	Organising a pedestrian counting system at the gate going down to the steps	RG	Before 1 st August
3.	Clarity of maintenance of facilities / steps / winch / ROW (PBA already looking into this)	PBA	On going
4.	SM to send round details for candidate site consideration of the LDP revision. Timescale is Mid Aug late Nov. Advised for group to set up a lead contact that will champion this course of action.	SM	August
5.	Find out about previous surveys taken at St.Justinian's	JM	ASAP
6.	Prepare notes and circulate with attachments	JM	ASAP
7.	Prepare final report	JM	ASAP
8.	Circulate funding opportunities (Sustainable Development Funds , Coastal Communities Funds , Heritage Lottery Fund , PLANED - LEADER)	JM	ASAP

5.7 Appendix 7: DRAFT Survey questions

****DRAFT**** St Justinian's Visitor Survey, Summer 2016 ****DRAFT****

This survey is being undertaken by PCNPA, PCC, St David's CC, commercial boat operators, in order to assess:

- Why people visit St Justinian's - how people **travel to St Justinian's** and
- **facilities expected and required by visitors**

If you have the time please would you help us by answering the following questions

YOUR VISIT

1. Please indicate the number of people in your party

2. Where do you live? (please include postcode)

3. Where did you come from today?

4a .What is the main reason for your visit to St Justinian's?

(Please tick all that apply)

<input type="checkbox"/> Sight-seeing	<input type="checkbox"/> Water Sports
<input type="checkbox"/> Walking the coast path	<input type="checkbox"/> Boat Trip around islands
<input type="checkbox"/> Land on Ramsey Island	<input type="checkbox"/> To visit friends
<input type="checkbox"/> Staying in area	<input type="checkbox"/> Fishing trips
<input type="checkbox"/> Visit lifeboat station	<input type="checkbox"/> Work
<input type="checkbox"/> Other, please comment	

b. If boat trip which company

GETTING HERE

4. How did you travel (HERE) to St Justinian?

- Car Bus (Celtic Coaster) Walk Bicycle
 Motorbike Motorhome Van
 Other, please comment

5. Why did you choose this mode of transport?

- Convenience
 Cost
 Enjoyment
 For health reasons
 Only feasible alternative
 Other please comment

6a. If by personal motor vehicle where are you parked?

b. What is your length of stay in St Justinian's?

Please indicate to the nearest half -hour

c. Do you have any comments/suggestions about the current location of the car park you are parked in at St Justinian's?

7. Are you aware of the Celtic Coaster bus service?

- YES NO

8a. Have/will you use the Celtic Coaster today?

- YES NO

b. Where did you hear about this service?.....

9. The bus is £3.00 return from St. David's. Do you think this is good value for money?

- YES NO Suggested cost : £

10a. What are your views on a bus only means of access to St Justinian's and why?

10b. If there was an enhanced bus service from St. David's to St. Justinian's would you still consider using it?

- YES NO

If no, what would make you more likely to use it:

- cheaper fare more frequent service
 earlier start time other.....

FACILITIES

11. Are the facilities what you were expecting at St Justinian's? YES NO, If no why?

.....

12. What facilities did you expect there to be present at St Justinian's. Please list in priority.

- 1st
 2nd
 3rd

13. Do you have any further comments for our consideration about your visit today?

Thank you for your time

PTO if you need more space to write

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5.8 Appendix 8: Future funding email

Following the last meeting a follow up email was sent to the stakeholders explaining a funding opportunity which they may be interested in looking into .

From: Jodie McGregor
Sent: 29 July 2016 11:30
To: Jodie McGregor
Cc: St Just Group members
Subject: Future funding opportunity for St Justinian working group - LEADER
Attachments: Arwain Sir Benfro - FORM 2 - New Ideas Form - All projects - v17-03-2016.doc; Guidance Notes - March 16 - ENG - Application forms v04.03.2016.docx; LDP V and O.JPG

Dear all,

RE: Future funding opportunity for St Justinian working group – LEADER

Following our 4 recent stakeholder meetings (minutes will be sent over ASAP), to continue momentum the main outcomes that have come from the group are:

- The establishment of a smaller **working group** - tapping into some of the external funding potentially available.
- **Customer survey** - comprehensive understanding of how visitors make use of this area and what their expectations are so that solutions are fact based/customer led. (I have been given previous surveys undertaken by PCNPA and will look into drafting up some questions, however I am conscious of realistic timescales and the capacity to do the surveys and analyse data this summer holiday)
- **Traffic vehicle count** - *this has been installed by PCC*
- **Pedestrian count at gate** - *this should be installed in the next few days via a PCC contractor*

I have recently been forwarded this information (see email below) from our Business Exec who expressed that it may sit well if the St Justinian's group wish to pursue this opportunity.

Please could you spend some time reading the documents and reply to this message with your thoughts by the 10th August.

Kindest Regards,

Jodie McGregor
Engagement Coordinator
Pembrokeshire Coastal Forum CIC

From: Ceri Crichton
Sent: 27 July 2016 16:15
To: Jodie McGregor <jodie.mcgregor@pembrokeshirecoastalforum.org.uk>
Cc: David Jones <david.jones@pembrokeshirecoastalforum.org.uk>
Subject: St. Justinian's / LEADER

Hi Jodie,

Please forward this email directly to the St. Justinians stakeholders if you think appropriate.
As I understand from review of the outcomes, the group wish to:-

- Establish a working group
- Undertake a traffic survey
- Undertake a customer survey

I would advise considering LEADER <£15k grant to undertake this work. Applications can be received the 2nd Friday of every month. I've attached the supporting documents but in summary, LEADER supports projects which test new ideas which benefit the rural area, contributing to a competitive, productive and sustainable economy. It includes support for animation, facilitation, mentoring/expertise, training and research / feasibility studies. The work proposed above at St. Justinian would fit within the programme and actually fits within LEADER themes and the local development strategy objectives.

PCF, in collaboration with St. Justinian stakeholders, can write a proposal on behalf of the group, facilitate the stakeholder engagement of the newly formed working group and assist with the surveys.

Please could you find out if this is the kind of support that would assist the group?

Kind regards,
Ceri

Ceri Crichton
Business Development Executive
Pembrokeshire Coastal Forum CIC

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